

American **Motorcycling**

SEPTEMBER, 1955
25c



George Stewart - New Southwest Trials Champ (See page 2)

**for Extra Safety....
Extra Mileage....**



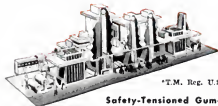
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Editorially

Speaking . . .

● We were sorry to hear that BUZZZZ Magazine will cease operation under the editorship of "Pop" Cassell as of September 1, 1955. Pop has held the fort at BUZZZZ for quite some time now but due to ill health and a doctor's ultimatum he is forced to relinquish his post.

All publications are needed for the good of the sport. The more readers, the added number of possible enthusiasts, so we hope that the Chicago magazine can continue.

We of AMERICAN MOTORCYCLING and of the American Motorcycle Association headquarters extend the hope to "Pop" Cassell that he will enjoy a lot of good health in the years to come and are happy that he has been a part of the greatest sport in the world.

● On August 2, 1955, another milestone was passed by the American Motorcycle Association when they issued their 24,000th sanction to the Lucky Roamers of Vineland, N.J. These sanctions have covered every type of event it is possible to think of, including, championships, race meets, road runs, field meets, enduros, hillclimbs, and many others too numerous to mention.

When considering 24,000 events, many thoughts come to mind. It would be extremely interesting to know how many miles were ridden by cyclists traveling to and from these meets. The total would be astronomical. Other figures, no doubt beyond belief would be the number of miles traveled just competing in all these events and the number of motorcycles used. But issuing sanctions goes on and by the end of this season the AMA will have a good start on their next 24,000.

● Cover — George Stewart of Dallas, Texas, is one of the most active competitors in the Southwest and one of its most consistent winners. He has done a great deal to further motorcycling and is a fine example and credit to this great sport. His help has been widespread in that he is well liked by both riders and dealers, all over the state of Texas. Everyone has admiration and respect for his ability and sportsmanship.

George's latest win was July 17th, at Austin, when he won the Southwestern Championship Observed Trials.

Pictured coming up over the top of a steep grade, George displays the style of riding that has won him many an event including the championship.

Official Publication AMERICAN MOTORCYCLE ASSOCIATION

American Motorcycling

"The Greatest Sport In The World"

VOLUME IX SEPTEMBER 1955 NUMBER IX

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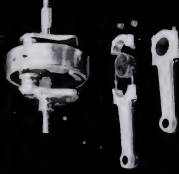
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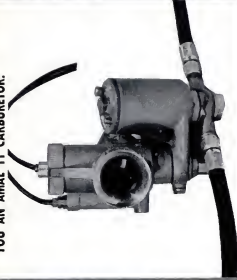
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Letters

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Yellow License Plate Only Clue To Lost Jacket In Indiana

... I am a subscriber in American Motorcycling, and a member of AMA. I have a Drive-Inn eating place one and a half miles south of Berne, Indiana on U. S. Highway 27.

Yesterday there was a young fellow stopped at my place for lunch, riding a gray Harley-Davidson from out of state with a yellow plate, I never noticed what State he was from, but on leaving he lost his riding jacket which I have here. I'm sure he would like to have it back.

If you print things like this in your American Motorcycling Magazine he may see it, and by writing me at R.F.D. #2 and identifying the jacket, I will gladly forward same on to him.

Albert McGee
Berne, Indiana

Roamers Lauded For Operation Alert 1955

... Again it is a pleasure to extend to you, and through you, to your associates, my sincere thanks and appreciation for the efficient services you have rendered to me

personally, and to the people of our county, in the past and particularly during the recent Montgomery County Test and "Operation Alert 1955."

William H. Dunn
Director, Civil Defense
Schenectady, N.Y.

Only 109 More Days For Dennis (The Menace) Walsh

... I meant to write long before this but just never got around to it. I hope you are saving 27R for me. I'll be back in the thick of it next year. When they dropped me here in England this year it really messed up my racing.

I got to see the Isle of Man T.T. races this year. I was running around with Dick Klamfoth who is here touring the country, and did we have a time!

Could you send me Bobby Hill's new address. I would like to get in touch with him. I get out in October this year. Only 109 more days.

Dennie (The Menace) Walsh
APO NEW YORK, N.Y.

Can Anyone Locate A Hoffman Rider Or Dealer In The U.S.?

... I have just purchased my first bike, a 1950 Hoffman 98 cc and I'm having more fun than a barrel of monkeys, most of it making parts (mostly nuts, etc) that have fallen off during the years. Everything is metric. I would appreciate hearing from anyone who owns a Hoffman.

Is there still a Hoffman Dealer or repair shop in the U.S.? The last I knew of was American Hoffman Corp., 621 W. 54th Street, New York City, N.Y. They are no

longer there and I can't seem to locate them.

I like your magazine very much, and a subscription will follow. Thank you for any help you can give me.

Bob Baltzell
Elmsford, N.Y.

Our last address on the Hoffman distributor was: G. Joannou Cycle Company, Inc., 65 Reade Street, New York 7, N.Y. Try this one Bob. Anyone else that can help Bob write him at 24 S. Lawn Ave.

Eastern Cyclists Commended Highly—Courtesy And Safety Always Pays

... I would like to take this opportunity to thank you and your club for the fine field meet that you helped put together for our post. The riders, both ladies and gentlemen, were wonderful, not only in the meet, but in the way that they conducted themselves on our city streets. We had a very safe meet and it was through the efforts of the cycle riders whose by-word must be "safety."

We have heard of the "Wild Ones" but, as we noted before, there were no "Wild Ones" around before, during, or after the meet.

Please extend our thanks to the American Motorcycle Association for their sanction of our Motorcycle Field Event on May 29, 1955. I have enclosed a copy of this letter in case you care to forward it to them.

Thank the boys again, and especially Spizire who really put his heart into the affair.

Next year with your assistance, of course, our Post hopes to plan a bigger and more spectacular affair.

Donald J. Marois, Commander
Our Lady of Lourdes
Cohoes, New York

... We wish to thank you and the men who performed in the motorcycle meet held recently in Cohoes. These men made a good showing and were very entertaining to the many people who witnessed their exhibition of skill.

They were courteous and their behavior was very good. If an event of this nature is held in Cohoes again, they would be welcomed.

Joseph R. Garrett
Chief of Police
Cohoes, New York

Where Does The Non-Riding Enthusiast Fit?

... In the past seven or eight months, during which time I have discovered the world of motorcycling about me through reading your fine magazine, I have become increasingly curious as to whether the AMA, or organized motorcycling as a whole, is not overlooking the benefit it might derive from enlisting, organizing, utilizing the staunch but latent support of non-riding enthusiasts.

I don't set myself up as a spokesman for such a group, nor do I write with any

(Continued on page 8)

Riders... Here's The New 200cc

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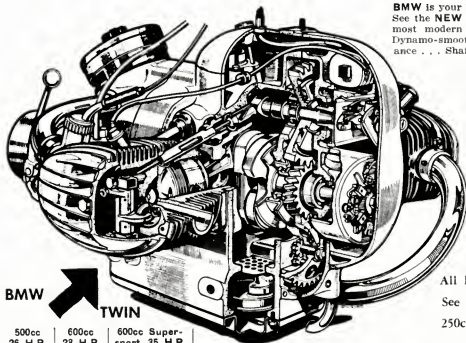


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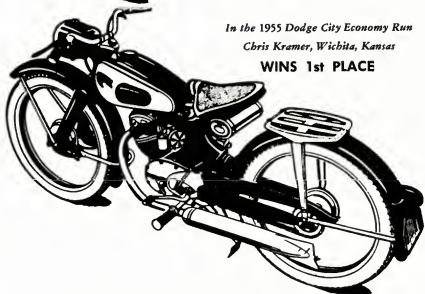
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authority, save my own experience. But I would hazard the opinion that there is a great number of persons, like myself, who immensely enjoy the sport vicariously, even though they may never be able to actively participate in it, due to lack of time, funds or other misfortunes. This group of would-be riders can, I believe, do more to advance the standing of "the greatest sport" than do races, carry an AMA card and read your book, if they are given the direction and encouragement which comes from being a cog, however small, in the big wheel.

Whence should this direction and encouragement come? You can answer better than I. The dealers, goodness knows, have their hands full, serving the needs of their customers, actual and potential.

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The clubs are busy with planning and staging club events in the limited time they have at meetings. The AMA, being administrative in nature, is too wide-spread to handle it, and who can blame the individual rider for wanting to spend his time out on his bike?

What can a non-riding booster do for cycling? Here again, you can say better than I. But I submit, as one in the advertising business, that word-of-mouth is recognized as one of the most effective ways to promulgate a product or idea. The booster can use opportunities to speak well of the sport and squelch adverse comment, when armed with the straight facts and the conviction to back them up. He can also swell the coffers of the organization by attending club-sponsored public events. He can be a good Samaritan to riders stranded with a breakdown out on the highway. And he can be taught the driving manners, now so obviously lacking, which make a safer trip for motorcyclists out in auto traffic.

What can cycling do for the boosters? Here I can give some answers, at the risk of generalizing from personal experience:

1. Satisfy his curiosity — (Who are the riders? What are the goals of the sport? Why do the zealots pursue it with such ardor? How does one go about operating a cycle? etc.)

2. Give him recognition. Not the reverence accorded a benefactor. Not the patronizing attitude of mentor to pupil. But the friendship of persons working together toward a common goal; e.g., perhaps the traditional "highball" of rider to rider could be extended between rider and booster, if the latter were so identified.

3. Put him to work. Give him a constructive outlet for his enthusiasm. He'd welcome the chance to participate, even if in a limited way.

In brief, the non-riding fan wants to be considered, "not as a stranger," — a thrill-seeker, — a disinterested observer, but as a colleague, perhaps a potential rider, but in any event, a friend.

Where is the common ground where rider and non-rider can meet and join forces? Where is the common denominator between the two, and how can it be used? Is such a meeting possible? Is it even desirable? I don't know. But I'm writing to see if I can find out. (And should this rare publication, we may both be edified to hear further thinking along these lines from both riders and non-riders.)

Tom Koch
Cincinnati, Ohio

Huron Valley Makes Clean Sweep At Michigan's 36th Tour Parade

... Last year we won Best Dressed Parade trophy at the annual Michigan Gypsy Tour. This year the competition was much greater as more clubs turn out for the tour each year. So you can imagine how happy and thrilled we were when we made a clean sweep this year and took the trophy for everything in the parade.



President John V. Cook of the Huron Valley MC proudly accepts the parade trophies won by the club.

Our club is young and not too large yet, but every member including the auxiliary are doing a fine job and all they can to better the sport of motorcycling.

As president, I received all congratulations at the ceremonies for the club, but I would like to give all the thanks to each and every member for the effort they put forth to make all this possible.

John V. Cook
Ann Arbor, Mich.

Paterson, N. J. Cyclists Prevent Breakdown In Civil Defense Drill

... Permit me to extend to you, and all the members of your motorcycle group, my deepest appreciation for the excellent part they played in making our last drill on June 15, the success that it was.

The urgent need of the services of the motorcycle men was clearly portrayed when other communications bogged down. I immediately fell back on you men and you relayed the messages with quick precision and prevented a breakdown in our communication lines.

Again let me say thank you and I would be more than pleased if you convey my thoughts to the rest of your group.

Anthony J. Conti, Director
Civil Defense & Disaster Control
Paterson, N.J.

Council Express Thanks To Fans, Cyclists, For Support Of Benefit

... The Clark County Council for Retarded Children would like to express their thanks to the many enthusiastic fans who attended the motorcycle races at the London (Ohio) Fairgrounds on July 10.

It was through the generosity of the public and the kindness and help of Promoters, Bud Southard and Joe Anderson of Springfield, that made our concession stand the great success it was. This was the first experience that many of our group ever had with this great sport, and after witnessing the thrills of last Sunday's races, we are eagerly looking forward to repeating this project on Sunday, September 4.

The money derived from this benefit will be used to help in operating a project room for our older group attending the Town and Country Day School.

Max Paup, President,
Springfield, Ohio

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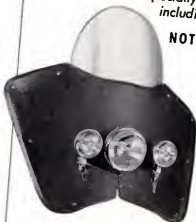
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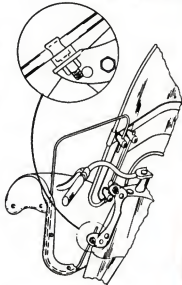


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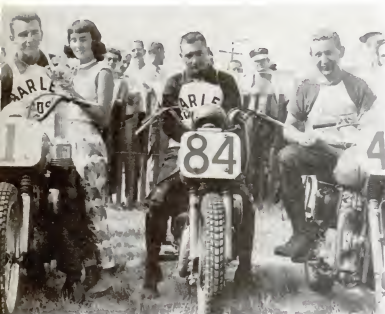
LEONARD AGAIN CONQUERS WINDBER 50-MILER

by Evelyn Warren

Photos by Walter Downing



Looking ahead. Crowd-lined streets await the arrival of the motorcycle parade that was held during the gypsy tour at Windber and Johnstown.



Joe Leonard, after winning the 50-miler, is presented the trophy by his wife. Looking on are Don Hutchinson and Eddie Fisher, second and third, respectively.



Once again gathering together from all parts of the country these Motor Maids opened the track with a parade, a ceremony that has become a part of every national.

JOE LEONARD riding a beautiful race from start to finish, won the 50 Mile National Road Race on a Harley-Davidson K. This was Leonard's second win on this twisting, turning eight-tenths mile course.

At 9 A.M. preparation for the 50 Mile National began with the checking of the course and the motors by AMA officials and at 10:30 the time trials were under way. The fastest amateur time of 54.78 was set by Don Gore riding a Harley-Davidson K, this stands as a new record for amateurs at this track. Lloyd Mann took a spill just as he received the checkered flag in time trials and slid for a hundred feet, but only received slight bruises. Joe Leonard set the fastest expert time-trial in the record time of 53.18, breaking the previous record set by Klamfoth in 1953.

Preceding the races the Motor Maids from all over the country, with Dot Robinson, the president, in the lead made a lap in single file around the track to the flag pole, where they stopped their machines while the drill team of the 628th Tank Battalion of Johnstown, participated in flag raising ceremonies.

After the ceremonies, the mechanics for the 16 amateur starters lined up their machines, three abreast, for the running of the 25-mile amateur event. At the drop of starter Red Mosser's flag, it was Lloyd Mann, Jack Chester and Suydam into the first sharp left turn. Bromley, Toomey, and Bud Berthold, missed the sharp turn and spilled, the remainder of the riders had to work their way around the spilled machines. Coming around on the first lap it was Lloyd Mann and pushing his rear wheel was Donald Gore, Clarence Suydam and Paul Adkins. On the next lap Gore took over the lead and held it until the seventh lap when he failed to show up. Mann took over the lead again, closely followed by Jack Chester, who kept pouring it on through the maze of trees and took over the lead in the eighth lap, but he was forced out of the race when he took a spill on the back stretch. Mann again took over the lead which he held for the rest of the race, but Tex Rorrer was pushing his rear axle. With ten laps to go it was Mann, with Rorrer and Bob Markey, dueling it out for second spot and Bud Berthold. On the 25th lap, Rorrer overtook and Markey came around to second spot. On the 29th Rorrer moved by Markey. At the drop of the checkered flag Lloyd Mann, astride his Harley-Davidson K, rode down Victory Lane followed by James Rorrer, Bob Markey and Dave Ball.

Now came the big one, the one all had been waiting for—who will be the winner? The mechanics pushed the machines to the starting line. It was Joe Leonard on the pole, next was Ed Fisher and on the outside Don Hutchinson. The riders all assembled for the group picture and announcer Dave Warren introduced



This group of riders coming down the backstretch look as if they are out for pleasure more than racing.

each rider. At exactly 3 o'clock with the drop of the flag by Red Mosser, who was doing an outstanding job as starter and referee, the race got under way. First into the sharp turn was Leonard, Hutchinson and Tommy McDermott. Winding through the tree studded backstretch and down the sunny straightaway for the first lap it was Joe Leonard, who set the pace for the entire race, then little Don Hutchinson, and Tommy McDermott being challenged by Ed Fisher, who moved up to third spot on the third lap. On the seventh lap hard riding Leonard started to lap the field. Hooks Maxwell, who was having a hard time keeping his machine out of the trees overslid the first turn and went down, but was able to get under way again. On the tenth lap it was Leonard, Hutchinson, Sid Swan and Tommy McDermott. Ed Fisher had taken a spill in the backstretch, but he was able to move up into third spot again on the next lap. By lap 20 Leonard had a half-lap lead on the next two place riders, Don Hutchinson and Eddie Fisher, who were battling for second and third positions. On the 22nd lap fast moving Fisher moved into second and at this time he was running five seconds in back of Leonard. On this lap Leon Applegate was forced out of the race when he broke off a brake pedal in front of the Judge's stand and took a slide almost down to the first turn. At the half-

way mark Leonard was still widening his lead and Fisher was opening his gap on Hutchinson. Norm Smith who was riding fourth ran into wheel trouble and was forced out of the race. On the 47th lap Hutchinson moved into second ahead of Ed Fisher who ran into a little trouble in the backstretch again. At 50 laps it was still Leonard setting a blistering pace, then Hutchinson, Fisher and Sid Swan, who was slowly moving up on Fisher and Ted Boyd. The many curves and sharp corners in the course and motor trouble were taking their toll. All but ten riders were forced out of the race. At last came the checkered flag with Joe Leonard, first; Don Hutchinson, second; Ed Fisher, was third and fourth was Sid Swan followed by Ted Boyd.

A very happy Mrs. Leonard greeted her husband in Victory Lane where he was receiving congratulations from his pitman Red Wolverton of Reading, Pa., and a pleased crowd. Mrs. Leonard very shyly presented a huge trophy to her husband. A trophy was also presented to Wolverton, for whose efficiency much credit is given for Joe winning the grueling race.

For the third year the Gypsy Tour which is sponsored by the Western Pennsylvania Harley-Davidson Dealers Association, Inc. for the benefit of the Windber Fire Co. was a great success.



Lloyd Mann, winner of the amateur final.

The very first arrival for this big weekend of motorcycle fun was Jack Conroy of Harrison, N. J. Jack set up camp late on Tuesday evening. The first club to set up camp was the Centralia MC from distant Centralia, Illinois. Also on hand from a distant point were members of the Kawartha MC of Peterborough, Ontario, Canada. Perfect weather greeted the cyclists as they rolled into the recreation area high in the Alleghenies. All three days were packed with events and there was something for everyone. The main meeting spot for the two-wheeled fans was the huge fire-place where the Friendly City MC served free coffee. There was plenty of time for old friends to renew their acquaintances and also meet new ones. Tours of the Incline and famous Horse Shoe curve were arranged for all who wished to participate.

The members of the Midnight Riders MC were given a trophy for the most unique camp site for the two days, as well as, the award for the best camp site on Friday evening. The Flying Boot MC received the award for having the best camp site on Saturday.

(See WINDBER, page 28)



Ten-year-old Elvira Weaver of Ronco, Pa., was the youngest motorcycle rider to participate in the field events. Mrs. Evelyn Woodward, Chass, Md., was chosen Gypsy Tour Queen. Riding the plank is tough enough but this plank looks smaller than



the tires on the cycle. Man, dig that sun chaser worn by one of the officials. Here the Mayor of Johnstown presents the Key to the City to the Mayor of Windber.



1955's Most Popular and Typical Girl Rider — Who ?

BEGINNING BACK in 1949 when the initial announcement was made by AMERICAN MOTORCYCLING and each year thereafter this question comes before the motorcycle fraternity who select their candidates and then vote to decide who it will be, who will represent the thousands of girl riders across the nation with the title of "Most Popular and Typical Girl Rider."

It's a great honor they all deserve for the part they play in maintaining and boosting the sport of motorcycling each year and whether or not she's the winner she'll appreciate the fact that you thought of her efforts by seeing her name and picture appear among the candidates.

This is the seventh year for the contest—an exciting one offered to all AMA Clubs, and by the same token, one that plays an important part to help justify the support all the girl riders have given in boosting the sport. Too, it's a thrilling experience and a feeling of pride in the success each girl derives from the occasion.

So! Once again we have that unanswerable question of "who will it be?". Again we will not know until the contest is over and all the votes tallied and the winner and runners-up announced at some big National event in 1956.

Decide now who your club will sponsor for this national contest. Each girl entered must be a member of the AMA, and must be able to ride, although she need not own a motorcycle. Perhaps she rides her boy friend's machine or maybe her hubby's occasionally. At any rate she must be ready to prove she can ride one.

Each entry blank must be completely filled out and signed by the contestant and accompanied by an 8 x 10 inch glossy photograph. Pictures should be clear, close-



up shots, showing the girl dressed in her riding togs and mounted on a motorcycle. Because the girl rather than the machine is the main subject of the picture, no more than the handlebars, tank or windshield need show. All pictures will be published in the December issue of this magazine. It is from that issue that the AMA Clubs select the girl or girls for whom their ballots will be cast.

All entries must be postmarked no later than midnight, November 1, 1955. Entries postmarked after that deadline cannot be accepted. All entries and accompanying photographs become the property of AMERICAN MOTORCYCLING and will not be returned.

Voting will be by ballot. During the month of December ballots for both the Most Popular and Typical Girl Rider and the popular male rider will be mailed to all clubs. Each club will collectively agree on a first, second and third choice. First place counts 50 points; second 30; third 20. If the club wishes to give its entire 100 votes to one girl they may do so by listing her name alone and stating that she is to receive their total vote.

The fifteen contestants who receive the most votes will be invited to attend a National Championship race, where the winner will be announced during award presentation ceremonies.

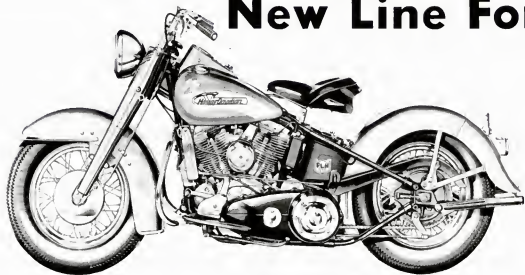
Here are the previous winners: 1949—Pat Boatright, Shreveport, La.; 1950—Dot Robinson, Detroit, Mich.; 1951—Kathryn Scott, San Francisco, Calif.; 1952—Anne Yette, Mohawk, N. Y.; 1953—Edith Ehrhardt, Lodi, Calif.; 1954—Ilene Tilson, Princeton, Mo.; 1955—whose name is to fill this space?

Doesn't it sound exciting girls? Well, it is! Come on now, all you AMA Clubs. Let's see the girl of your choice.

Official Rules

1. Each AMA Club may sponsor as many contestants as they wish.
2. Each contestant must be entered on an official entry blank bearing her signature and that of the club president and secretary. A glossy 8 x 10 photo of the girl, mounted on a motorcycle, must accompany the entry.
3. Each contestant must be an AMA member in good standing, and must be able to ride and operate a motorcycle.
4. It is not necessary that a contestant be sponsored by more than one club.
5. All photographs become the property of AMERICAN MOTORCYCLING and none can be returned. AMERICAN MOTORCYCLING reserves the right to reject any entry.
6. Entries must be postmarked on or before midnight, November 1, 1955. Any entries received after this deadline cannot be accepted.
7. Members of AMA Clubs shall collectively agree on their first, second and third choices and shall list them on the official ballot. Votes received on any form other than an official ballot will not be accepted. All ballots must be signed by both the Club president and secretary.
8. Any votes received for girls other than those officially entered will be automatically voided.

Harley-Davidson Unveils Its New Line For 1956



THE 74 OHV FLH

KH Gets New Look With Lowered Frame

HARLEY-DAVIDSON leads the automotive parade in announcing its new 1956 models. The public is naturally anxious at all times to see and learn what is new and up-to-date.

So, for you, Mr. Rider, Harley-Davidson has unveiled its glamorous new line of machines.

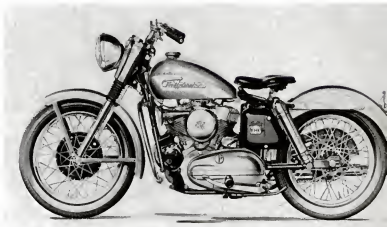
This 52-year-old family of two wheelers has made many new improvements which includes the 74 OHV, KH, 125, 165, for the road riders, and the Servi-Car for the auto industry.

The 1956 OHV and KH models are distinguished by an entirely new tank color treatment that is both unique and pleasing. Instead of the static, horizontal panels employed so often in the past, sweeping, vibrant, two-tone color styling has been introduced. To stimulate eye-appeal, the various color combinations have been carefully selected to create favorable attention but not offend good taste.

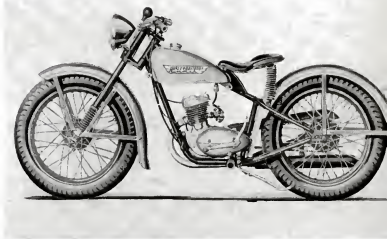
An entirely new air cleaner is featured on the 74 OHV, the KH and Servi-Car models. This new cleaner is made of a chemically treated blend of cellulose fibers, properly enclosed, to keep dust, sand and grit out of the engine far more effectively than the oil-soaked copper mesh. The outside air passes through this chemically treated fiber, the thickness of heavy paper, with a useful filtering area of 182 square inches. The filtering media is held in place with wire mesh and the ends of the cartridge are encased with soft Plastisol which serve as their own gaskets. When the cover is tightened, a firm seal is obtained and only dirt-free air passes into the carburetor and engine. The filter cartridge is easily and quickly replaced.

The OHV sprocket shaft now features a shoulder that is integral with it to back up the Timken bearing. The shoulder is $7/32$ " wide by $3/16$ " high. More stable and rigid sprocket shaft construction results, thus permitting more secure tightening of the sprocket to the shaft.

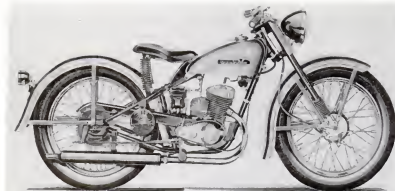
The drilling of the crankcase in the 74 OHV engine has been re-arranged to route the oil, which goes to the hydraulic lifters and overhead mechanism, through the oil pump check valve. This has been done to prevent oil draining from the tank



THE KHK MODEL



THE HUMMER



THE 165 MODEL



The KH frame has been lowered for more comfortable riding.

through the lifters into the crankcase.

Easier reading and greater legibility have been obtained with changes in the OHV speedometer.

The finned, cast aluminum sealing plates between the rocker arm covers and the cylinder heads are held down, each with 12 hex-head cap screws instead of six employed a year ago. This feature results in an oil-tight joint when the covers are properly secured and was adopted some months ago. The FLH, which is the custom-built model of the 74 OHV, has been incorporated with a new high-lift camshaft that increases the performance of this remarkable model. With all accessories in operation and attached, such as muffler, generator, horn, lights, the 1956 FLH at 4800 RPM shows an increase of 12% in power and 12%

in torque over the FL. Combined with the streamlined, mirror-polished intake ports, the closed-end lower connecting rod bearings and the special piston and rings, this job packs an abundance of power when needed for those riders who want something extra special. This job can be had in either the hand shift or the foot shift model.

A new racy look and many advancements distinguish the new KH model. Here is a lowered motorcycle with lowered saddle and riding position and lowered center of gravity. Changes in the steering head casting, in the forgings that support the rear spring arms and elsewhere have made the new lowered riding position possible. These new features make the KH still easier for handling and maneuverability.

With the lowered KH frame has come a redesign of the shock absorbers. Their extended length has been reduced 9/16", and the piston plunger rod has also been shortened. Shock absorber travel remains the same as formerly and the same good riding quality is retained. Diameter of the shock absorbers is increased to one inch. Oil capacity is increased and better dampening results. The former Royalite covering has been supplanted by chrome-plated welded steel with felt seals at the bottom that keep out dirt and prevent noise and rattle.

The lower saddle position has brought a change in the rear chain guard to permit the rear wheel to go farther up into the rear fender. The guard has been shortened to 15 inches and with firmer support is strong and rigid.

The bottom of the inner side of the oil tank has been reinforced with a heavy metal protector. This will prevent the possibility of damage to the oil tank by the rear chain. There is no reduction in the capacity of the oil tank.

Main shaft second and third gears as well as countershaft second and third gears have been redesigned for greater tooth section with resulting higher beam strength. Dogs on main shaft second gear have been increased in number, to five, and in dimension. Corresponding changes have been made in the pockets of the main shaft third

gear. Main shaft second gear and counter shaft third gear are now machined from controlled, grain-flow forgings for great strength.

The former relief valve in the oil pump has been eliminated to alleviate the possibility of oil drainage from the tank to the crankcase while the machine is standing idle. The pin in the oil pump shaft has been replaced by a Woodruff key. Slots in the pump body are eliminated and possibility of leakage greatly reduced.

Rear wheel bearings of the KH will now feature a cage of Torrington needle bearings. There are 37 rollers, each 3/4 inches long. Greater load capacity is achieved with this new change.

The nuisance of frayed, tattered clutch and front brake control wires will now be largely eliminated with spring steel control guides mounted on the hex-head bolts of the handlebar clamp cover.

Positive disengagement of the kick starter mechanism is assured with a heavier kick starter crank gear plate. This plate is now .134 inches thick.

The KHK, like the 74 FLH is custom-built and has polished heads, polished intake and exhaust ports, roller tappets and high lift cams.

The 165 two-stroke model with its safety features, its ease of handling and its

(See HARLEY-DAVIDSON, page 31)



The 74 OHV sprocket shaft now features sturdy, integral shoulder.



Exploded view of the re-designed oil pump on the new model KH.



The new, dirt-free air cleaner on 74OHV, KH and Servi-Car models.



Control guides on KH reduce coil wear.



Running almost side-by-side these two speed merchants, Brashear and Leonard, bear down on the finish line only a few feet away. This was the thrilling and spectacular finish to the 20-miler that just about caused heart failure for everyone watching. Colwell Photo.

dropped out in lap 1 and Sepulveda came in on lap 13).

Time trials had seen Joe Leonard score the pole position with a 40.38 second ride, Charley West was the only other rider in the 40 second column with a 40.46 time, all others were 41 or 42 second trailers. 20-mile national pressure saw 15 of the 20 laps turned in better than qualifying time with lap 16 stopping timer Al Clark's electric eye clock in 39.95. This was when Brashear came moving up on Leonard and soon was riding half a cycle length draft. Each of the last four laps were very tight with calm Brashear no doubt planning his final lap move and as they took the last turn to the checkered flag eager Everett nosed around Joe to finish a half wheel ahead and the climax to a championship battle that fans will talk about for many a year.

Some 300 feet behind the Brashear-Leonard battle was another race with Charley West being pressed hard by Brad Andres and Johnnie Gibson. West never slipped off the rubber groove and horsepower was even on the straightaways. In the 6-7 spot was a wheel to wheel ride between Eddie Kretz, Jr. and Allen Lauer while Dicky Mann brought up the rear. Thus fans had three races to watch.

Thrill filled fans immediately rushed to the winner's circle to view this boy from Beaumont, Texas, who was able to pull one out of the bag, or found some spare horsepower, to score a victory over such a champ as Joe Leonard. A press question, "How did it feel to be able to pull ahead in a homeward dash?" Brashear remarked, "Just felt right good and rich." An observer asked

Brashear Wins Bay Meadows 20-Miler

Story and Photos by Ezra Ehrhardt

COOL, CALM, and collected, Everett Brashear came way out West to conquer the 20 Mile National Championship and he did just that in as exciting a style as any of the more than 10,000 spectators has ever seen. Not only did this clever Texan give the fans a hair-raising finish but he inched out the Nation's Number 1 rider, Joe Leonard, to set a new AMA record for the 20 miles in a time of 13 minutes, 29.59 seconds.

As starter John Pire's flag sent the nation's best on their way Brashear grabbed an early lead being pushed hard by West, Andres, Leonard, Gibson, Kretz, Sepulveda, Lauer, Mann, and Hill. Riding positions began to change as horsepower and ability of riders showed up on the smoothest and fastest ever Bay Meadows track. Soon Joe Leonard, twice Bay Meadows winner, moved into the lead which he rapidly stretched to a city block lead. From lap 3 to 19 the checkers' sheets read Leonard, Brashear, West, Andres, Gibson, Sepulveda, Kretz, Lauer, and Mann (Hill

Joe what happened and he commented, "A better man won."

The 10-mile amateur race was a smashing victory for San Francisco's Billy Meier as he rode his "K" to a record win in 7 min. 3.72 seconds. His early lead was contested by Bobby Hughes who slipped to third spot as Jack Kerzman moved to second and a try at Meier who had also scored the pole spot in time trials with a time of 41.50, only amateur to be under 42 seconds.

Championship pressure disqualified many a good expert in time trials or heats, among these were Bert Brundage, Paul Goldsmith (consolation winner), Eugene Thiessen, George Cooper, Jimmy Phillips, Chuck Basney, Bob Shirey, Hugh McAfee, Kenny Eggers, Wes Drennan, Clem Kraemer, Al Gunter and Don Tindell. Only race injuries were to the hands of Don Hawley, Bob Murphy, Keith Vaccaro, and Lee McReynolds as they brushed fences.



Dressed in Sunday-best everyone thoroughly enjoyed themselves at the big pre-race dance. U.S. Marines raise the flags during track ceremonies as the spectators stand at attention.





Even though the race is over there is still work to be done. Here the measuring crew get busy on the winners' machines.



Kay Scott presents Billy Meier with trophy after winning amateur final.



This is the way West, Andres and Gibson rode most of and finished the race in the 3-4-5 positions.



Top three in the 20-mile national were left to right: Charlie West, third; Joe Leonard, second; and Everett Brashear, first.



STARTING LINE OF THE 20-MILE NATIONAL CHAMPIONSHIP

A pre-race dance, Saturday night in the Bay Meadows Ball Room saw more than 700 cycle enthusiasts happily enjoying social exchanges and the music of Don Churchill and his orchestra.

Again the San Francisco motorcycle club scored a promotional victory in the staging of this major motorcycle event. Under the expert leadership of president Tex Wells, America's oldest motorcycle club, brought the West Coast an outstanding event and much favorable publicity in their pre-race advertisement. Radio, T.V. and press paid the sport great tribute in headlining this event. "Monitor," the nationwide program, gave the race full coverage and announcer, Ira Blue, stated after the race, "I've never seen any race so thrilling and exciting, I'll just have to cover more of these soon."

After race review finds Brashear chatting with H-D dealers Tom Sifton and Dudley Perkins (hat foreground) while Leonard's mechanic listens in.

Official Results 20 Mile National Championship

Winner's time — 13:29.59 (new record)

1. Everett Brashear, Beaumont, Texas	25	H-D
2. Joe Leonard, San Jose, Calif.	1	H-D
3. Charley West, San Jose, Calif.	34	H-D
4. Brad Andres, San Diego, Calif.	11R	H-D
5. Johnnie Gibson, Duarte, Calif.	5	H-D
6. Eddie Kretz, Jr., Monterey Pk., Calif.	33	TRI
7. Al Leuser, Jr., Sacramento, Calif.	2Y	H-D
8. Dick Mann, Richmond, Calif.	83Y	BSA
9. George Sepulveda, Redwood City, Calif.	43Y	H-D
10. Bobby Hill, Columbus, Ohio	71	IND

Official Results 10 Mile Amateur Final

Winner's time — 7:53.72

1. Billy Meier, San Francisco, Calif.	24Y	H-D
2. Jack Kerzman, Temple City, Calif.	28X	BSA
3. Bobby Hughes, San Francisco, Calif.	56Y	BSA
4. Fred Quinn, Oakland, Calif.	32Z	H-D
5. Les Whiteley, Redwood City, Calif.	12Y	H-D
6. Harold Ball, Sacramento, Calif.	54Y	BSA
7. John Christianson, Napa, Calif.	58Y	H-D
8. Chuck Cowles, Vallejo, Calif.	61Z	TRI
9. Richard Dorenteys, Richmond, Calif.	76Z	TRI
10. Jack Thurman, San Bernardino, Calif.	20R	IND

Through the Panamints and Death Valley by Motorcycle

by Cliff Boswell

Part One of Two Parts

FORMING THE WESTERN boundary of Death Valley and rising high above its poisonous salt flats stand the desolate Panamint Mountains. Throughout their tortuous canyons man has come and gone, and come again, and, where he trod, nature quickly eradicated his traces. Flash-floods, windstorms, slides have opened and then closed rich silver and gold strikes until much that is left are a few workable mines and many fabled ones.

An occasional prospector with his patient burro still pokes among heaps of rubble for that elusive million dollars that he is sure to miss if he is anyplace else, but the hordes of gold seekers of earlier days are no more. One must search the history books to understand those of the 1890's and the early 1900's who built towns in rocky, God-forsaken canyons; then left them to the mercy of the elements.

I had expected to spend the first night of my motorcycling camping trip deep in the Panamint range at the ghost town of Panamint City; yet, a brilliant half-moon saw me bedded down beside a clump of willows in a dry wash nowhere near my original destination.

The date was April 2, and all day long a stiff, cold wind had contested my every mile from the Pacific coast to the Mojave Desert and the Panamint Valley. Across the Cuyama Valley into the San Joaquin, up the twisting Kern River Canyon, through Walker Pass in the southern end of the Sierra Nevada's, and around the end of mineral-laden Searles Lake the never-ending wind was my constant antagonist.

So, late in the afternoon when I reached the remains of Ballarat, an old settlement which served as headquarters and supply center after gold was discovered on the west slopes of the Panamints in 1890, I was too bushed to look for the turn-off to Surprise Canyon and Panamint City.

A few adobe walls still remain in Ballarat, and a crudely lettered sign points to water, one-half mile south at Post Office Springs.

The gravelled road through this ghost town leads from the Panamint Valley highway to a point twenty miles north of Trona. Then it turns north to rejoin the highway ten miles further on. Somewhere along this stretch a side-road takes off for my original destination.

But now it was time to start setting up



My first camp was made in the Panamint Valley beside a low clump of willows at the edge of a salt marsh. The sun had barely risen when this shot was made.

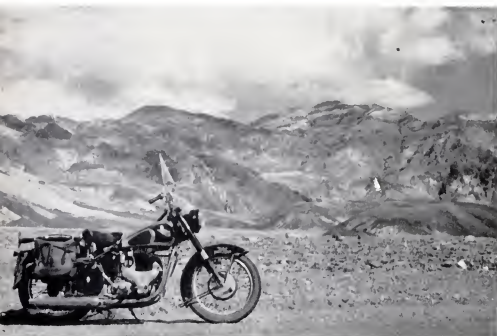
camp if I were to eat supper before dark.

The wind died completely as shadows from the western foothills lengthened, and a complete calm settled upon the desert. An inviting clump of willows beckoned, and it was here that I guided my bike for a well-earned rest.

An abundance of dry wood in the form of short sections of mesquite and sage was available throughout the sands, and soon an aromatic fire was blazing. A cup or two of coffee pepped me up, and with a good deal of enthusiasm I downed a substantial meal.

Early in the evening I hit the sack, and it felt good after a rather tough first day

(See PANAMINTS, page 34)



Heavy clouds rose behind the Funeral Mountains to suggest unusual weather about to happen. This photo was taken from the floor of Death Valley looking eastward.



The Surprise Canyon road to Panamint City follows a deep gorge formed by precipitous walls of rock. A small stream of pure water flows beside the road at this stretch.

Kiddies Have Thrilling And Exciting Time At Zoo



This is only one of the many rides the children enjoyed while visiting the zoo. Besides the rides they were given a fine picnic lunch.

REMEMBER those tickets you bought back on July 10, to see the London (Ohio) benefit races and all you wonderful race riders that were on hand to put on a great motorcycle show? That was the passport to a thrilling and exciting fun-filled trip to the Cincinnati Zoo for thirty-five children from the Madison County Childrens home in London, Ohio.

The children were guests of the motorcycle fraternity. Bud Southard and Joe Anderson, both of Springfield, promoters of the races, acting as hosts and representing the sport of motorcycling made all the ar-

rangements, including a picnic, chartered a bus and went along to see the fun and share it with the young guests.

The chartered bus left London, Sunday morning at nine o'clock and upon arrival at the Zoo the children rode practically everything that moved on tickets purchased by their hosts. When they were too hungry to navigate any further the picnic baskets of fried chicken, potato salad, baked beans, deviled eggs, potato chips, pickles, olives, cookies, bananas, oranges and plenty of soft drinks were unloaded to satisfy their appetites before the entertainment of seeing and doing everything possible was resumed.

In addition to the children, Mr. and Mrs. Ray Andrews, in charge of the home and their personnel, Mrs. Ray Hill, Mrs. Nelse Artis, Mrs. Marie Hawkins and Mrs. Kathryn Davis were included in the guest list.

Mrs. Andrews commenting on the trip, said in her most enthusiastic manner "we are so grateful to the sport of motorcycling for their day's outing and my but we all had a most wonderful time."

Another benefit race Sept. 4 being promoted by Bud Southard and Joe Anderson at London with proceeds of this race being used for a Xmas Party for these same children the second or third week in December. Everyone Come!

Triumph Builds New Headquarters

DENIS MCCORMACK, president of The Triumph Corp., Towson, Baltimore, announces that construction is already far advanced on new and larger quarters which are scheduled for occupancy by the end of the year.

The new buildings are specially engineered to provide efficient facilities for Triumph's Eastern headquarters. In addition to main office activities concerned with the distribution and sale of Triumph motorcycles, new and larger warehouse and shipping areas; the most up-to-date service and technical facilities and complete parts stock activities are incorporated. Fully mechanized accountancy, modern general offices and a

fine showroom for the display of Triumph products is located in a separate wing.

Triumph's new distribution center will be located on the new Baltimore-York-Harrisburg limited access Expressway—a major freeway linking the unexcelled facilities of the Port of Baltimore with the Pennsylvania Turnpike and the Middle-West. A new Beltway now in construction will provide quick connection to other major highways to the North and South, while avoiding the congestion of the Baltimore downtown areas.

The building of these larger quarters is clear evidence of the substantial growth and popularity of Triumph motorcycles in the U.S.A. and an indication of the permanence

and future planning that the company's policies insure for Triumph riders.

The architects of the new building are Wilson and Christie of Towson, Baltimore. General contractor, William H. Sands, Inc. also of Towson.

It Pays To Be An Active Dealer

The Forsyth County Motorcycle Club of Winston-Salem, N.C., came up with something new at their race meet in June when they gave a trophy to the dealer with the most AMA members attending the races. Also a 21" television set went to a lucky rider from Albermarle, N.C., with the proceeds from the TV tickets going into their land and building fund.

Everett Brashear from Beaumont, Texas, invaded the Carolinas and broke the winning streak of the "Pride of the South" — Buck Brigrance.

All of their members have now finished their First-Aid course and plan on taking the advance course later in the year. On June 18, the club took part in the American Red Cross Safety Parade in their home town and they are real happy now as they are the proud owners of four acres of land near the Peace Haven race track where they hold most of their races during the season.



TRIUMPH'S NEW DISTRIBUTION CENTER



Paul Goldsmith certainly has his hands full, with a checkered flag and that huge trophy (isn't it a beauty) he was presented by Harry Molenaar. Standing by with another trophy and some helpful suggestions is Dot Robinson.

Schererville National Goes To Goldsmith

As the starting picture shows Paul gets a late start but once again he pulls out all stops, works through the traffic and emerges victorious.

Don Byers
winner of 5-mile
amateur final



Official Results

8 Mile Championship

Winner's Time 7:23.38

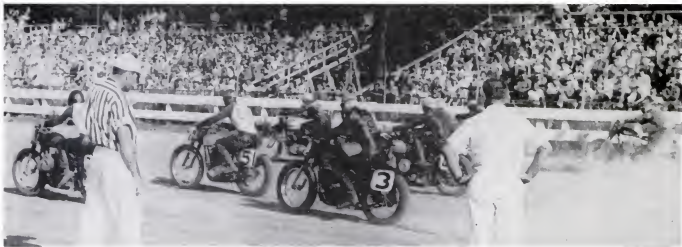
1. Paul Goldsmith, St. Clair Shores, Mich. 3 H-D
2. Everett Brashers, Beaumont, Tex. 25 H-D
3. Bill Tuman, Rockford, Ill. 51 H&A
4. Lowell Rettinger, Indianapolis, Ind. 45 H-D
5. Colon Simmons, Ft. Atkinson, Wisc. 92 H-D
6. Don Butterfield, Milwaukee, Wisc. 26 H-D
7. Bob Paladino, Chicago, Ill. 365 H-D
8. Al Burke, Minneapolis, Minn. 91 H-D

Official Results

5 Mile Amateur Final

1. Don Byers, Beaumont, Tex. 61M H-D
2. George Roeder, Monroeville, Ohio 95F H-D
3. Bill Thomas, Louisville, Ky. 38L H-D
4. Jack Potter, Pekin, Ill. 84S H-D
5. Vi Davis, Muskego, Wisc. 57G H-D
6. Ray Mosher, New London, Conn. 49A H-D
7. Pat McHenry, Harvey, Ill. 43P H-D
8. Julius Walker, Marion, Ohio 34F H-D

OFF AND RUNNING—GOLDSMITH'S APPARENT SLOW START HAD NO EFFECT ON THE RACE'S RESULTS



Covered Wagon Trophy Once Again At Stake

The time is here for enduro pathfinders to be out looking for new trails, break crossings and deep mud holes. The Pioneer Valley Motorcycle Club is no exception. This year there will be approximately 150 miles of rugged New England terrain on which to test your bike (and yourself). The oxen and covered wagon trophy goes to the high-point winner. And if that certain someone wins again this year, he will be

entitled to take home the large replica of the wagon and oxen. Yes, Don Pink has won for the past two years and we expect he will be back for another try this year.

But come on fellows, all of you in the Northeast—from Maryland and Pennsylvania north—this is your Championship Enduro, so let's see who is the best man.

Remember the date: October 9th. Detailed information will be at your dealers shortly. Entry blanks can be secured from: Pioneer Valley Motorcycle Club, Inc., N. Longyard Rd., Southwick, Mass.

Wolverton' Theory "It Should Be That Way" Gets Cooperation

The AMA office received 37 memberships in a recent race meet report from district referee Al Walters of Pennsylvania who said, "This increase in AMA memberships was spurred by Red Wolverton's kindly reminder at the competition gate."

"His theory is if you are that much interested in motorcycling racing, anybody seeking a pit pass or entrance to pits for any reason, should be a member of the American Motorcycling Association."

Ohioan-Matchless Combination Wins At Leap N' Linx Scrambles



Don Fugent almost looped his BSA in the finals at the Leap 'N' Linx Scrambles.

by Mitch Timin

RON SKAGGS of Cleveland, Ohio, riding a new Matchless competition model, walked off with the honors at the latest sportsman scrambles held by the Leap 'N' Linx MC of Pittsburgh. Lightweight honors went to Thomas Moody of Pittsburgh riding a DOT.

The Leap 'N' Linx now have a very interesting course which incorporates steep upgrades and descents, hairpin turns and a wooded trail all in a small area where the spectators can see most of the action. The course is about a third of a mile around and does not allow high enough speeds to be excessively dangerous. Scrambles racing here is becoming increasingly popular, both with riders and spectators.

The first race of the day was a trophy dash for the four heavyweight riders with fastest time trials. These riders and their times for one lap were Ron Skaggs, 1 min. 10 sec.; John Semple, 1 min. 11 sec.; Don Martin, 1 min. 13 sec.; Dave Diett, 1 min. 14 sec. Skaggs was first into the first turn and held his lead for the rest of the four lap race.

Terry Evans, riding at 40 inch Triumph Tiger, held the lead in the first heat for two laps with Sam Walton, also on a 40 inch Triumph trying to ride up his back fender. But Evans and Walton slid down a hill in the woods letting by Matchless riders Ray English and Tommy Charlton. Evans and Walton were back in the race trying to close the gap between them and English and Charlton who were alternately grabbing the lead. English was first over the line closely followed by Charlton, Evans and Walton.

Bob Hopfer won the lightweight heat pretty easily on his DOT. It was a close race for second place between Harold Weaver, competition rider from Carmichaels, Pa., and Tom Moody. Weaver had a lot of trouble with the softer parts of the course because he had not equipped his Harley with knobby tires. Moody, who in the time trials had done 1 min. 12 sec., got off to a bad start when he stalled his machine and had trouble starting it, but after that he closed the gap at a terrific rate, passed several riders, and came in third.

Bob Straka took the lead at the start in the third heavyweight heat and an exciting race ensued as BSA riders Don Fugent and Jack Fauth duelled with Straka for the lead. Straka and his AJS scrambler held the lead for two laps but was then passed by Fauth and later by Fugent. The finishing order: Fauth, Fugent, Straka.

The lineup for the heavyweight final comprised the fastest riders of the day so everyone expected a good race. They were not to be disappointed. Dave Diett took the lead at the start and fought hard to hold off Skaggs and his booming single. But the conquering Ohioan was not satisfied with second spot and he soon took the lead and kept it for the rest of the eight laps.

The riders in the lightweight final put on a spectacular show, as usual, since the boys can really handle these 200 pound bikes. It is quite a sight to see four or five closely bunched poppers slide around a turn together.

Scrambles Results

Trophy Dash		
1. Ron Skaggs, Cleveland, Ohio	MAT	
2. John Semple, Cleveland, Ohio	IND	
3. Dave Diett, Pittsburgh, Pa.	AJS	
LIGHTWEIGHT FINAL		
1. Thomas Moody, Pittsburgh, Pa.	DOT	
2. Bob Hopfer, Pittsburgh, Pa.	DOT	
3. Harold Weaver, Carmichaels, Pa.	H-D	
HEAVYWEIGHT FINAL		
1. Ron Skaggs, Cleveland, Ohio	MAT	
2. Dave Diett, Pittsburgh, Pa.	AJS	
3. Don Fugent, Pittsburgh, Pa.	BSA	

Most Talked About

It seems that the most talked about motorcycle event in and around Reading, Pa., according to the Pagoda MC, is the Sportsman Lightweight Races, says reporter Dottie Vanino.

The Pagoda club has already sponsored one such event this season on their own race course with a couple more scheduled in the future. Practically every week one of the clubs in district #6 of Pennsylvania sponsors one, and two of their members, Hank Smith and Jack Vanino have proven very successful in their performance as throttle twistors on the little jobs. Hank has won every feature race thus far while Jack has distributed his wins in first, sec-

ond, and third places. This new sporting event is spreading like wildfire in their vicinity and from all reports other parts of the country are scheduling these events.

In the future there will be more of a variety of food on social nights as the boys are doing an enlarging and remodeling job on the club house kitchen for the auxiliary. And now that summer is here they are enjoying their large outside area where they have tables, chairs, and an outdoor fireplace making possible a very delightful, cool evening. Outdoor lights are strung up to give plenty of light. Members take great pride in their attractive outside area.

Barranco Moto Club Rolling South Of The Border

Since we last heard from the Barranco Moto Club members down south of the border in Barranco, Lima, Peru, the wheels have really been rolling for this fine group.

They have carried through four races in which two of their riders have been consistent winners Luis Gomez has all the wins in the 250cc class, and one in the 350cc class, while his stablemate, Jorge Herrera has one in the 500cc.

In April they enjoyed a ride to LaOroya where Cerro de Pasco works in the offices of the Cooper Corporation. In order to



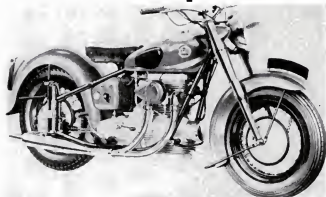
Showing great enthusiasm these boys carry Luis Gomez, Barranco Moto Club's top winner, around after one of his successful races.

get there on their motorcycles they had to cross the highest hill of the Cordillera of the Andes, named Anticonia, which towers 5,100 meters above sea level and is covered with snow the year around.

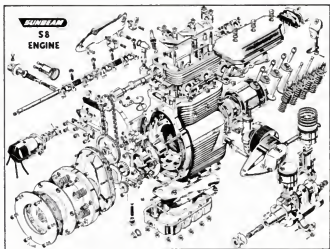
At this writing they were making plans for a group trip to Pucallpa by the River Ucayali which is the last outpost in the Selva Peruana.

Referee Carlos Paz Garcia reporting the news says photographs of their equipment and racers will be sent in before their next competition along with some of their travels.

The Unique Sunbeam OHC Twin



The 1955 Sunbeam 500cc OHC twin and an exploded view of the Sunbeam S8 engine.



One of the very best examples of an "all at once" motorcycle design—a machine which was actually conceived as a complete unit, is the ultra modern Sunbeam 500cc OHC Twin.

Every part of this unique motorcycle was designed and built with due consideration to the appearance and function of the complete motorcycle; clean, smooth and streamlined—the 1955 Sunbeam is the result of painstaking and thorough engineering.

Of prime interest to motorcyclists—the "works" of the Sunbeam are as different from "standard" motorcycle practice as can be imagined. The entire engine—gear unit consisting of large, smooth aluminum castings, is mounted, car fashion, in rubber to effectively dampen any vibrations. The engine itself is an ultra modern overhead camshaft twin of 500cc capacity mounted "fore and aft" in the frame. Crankcase and cylinders are a one piece aluminum alloy casting. Cylinders have removable iron alloy liners. The cylinder head is likewise a one piece alloy casting with valve seat inserts.

Camshaft drive is a totally enclosed, automatically tensioned roller chain. All cam and rocker gear are enclosed and specially lubricated. Connecting rods are aluminum alloy with car type big end inserts. The massive crankshaft is supported by a deep groove ball bearing at front and a specially designed shell type plain bearing at the rear.

A Vokes "oil dip" type air cleaner is provided. Amal supplies the carburetors.

Lubrication is handled by the car type wet sump system with

pressure feed to big end and camshaft bearings. Ignition is car type coil with large generator driven directly off front of crankshaft.

Directly driven by the engine, a large single plate dry clutch transmits power to a heavy duty four speed gearbox. Shifting is accomplished with the foot operated positive stop lever.

From the transmission rearwards drive is via shaft incorporating a shock absorber and a needle bearing type universal joint.

Final drive from shaft to wheel is by totally enclosed worm gear.

The Sunbeam frame is an exceptionally heavy double tube duplex type with massive, hydraulically controlled telescopic forks and plunger rear springing. Unusual in a British motorcycle are the 450 x 16 front and 4.75 x 16 rear tires and 8 1/2" wide deep section fenders. Riding comfort is assured by a large, deeply padded and sprung solo saddle.

Entire appearance of the Sunbeam is massive, yet the complete machine weighs only 430 lbs. dry.

Utmost dependability, phenomenal operating silence and a 70 mph cruising speed make the Sunbeam ideal for touring, a happy choice for many motorcycle enthusiasts, veteran and beginner alike.

Beautiful catalogs on this most interesting motorcycle are available from the distributors, Hap Alzina, 3074 Broadway, Oakland, Calif.—BSA Incorporated, 639 Passaic Ave., N. J.

"Exhaustive" Tests Result In A New And Better Product

The Joseph Bucoelisen Company of Detroit has announced that it has developed and is now manufacturing its own line of chrome plated exhaust systems and mufflers under the famous Buco trade-mark.

As a result of exhaustive research and a long period of testing, Buco has developed a line of chrome plated accessories that feature the finest mirror-finish chrome and provide mufflers that assure cooler, more quiet engine performance.

The line includes dual exhausts for the Harley Davidson '74' in all models plus three kinds of mufflers: plain, fishtail and upsweep.

Complete information about these top quality products is now available at all Buco dealers.



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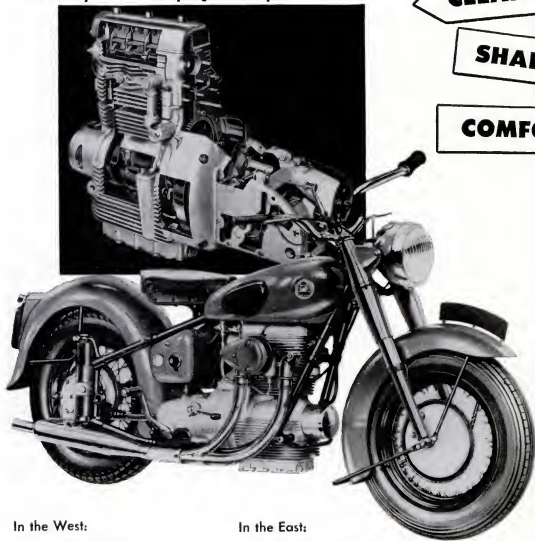
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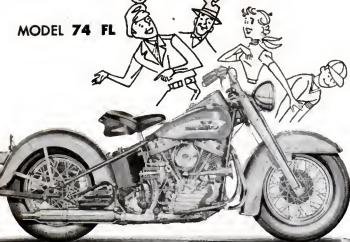
In the East:

BSA INCORPORATED
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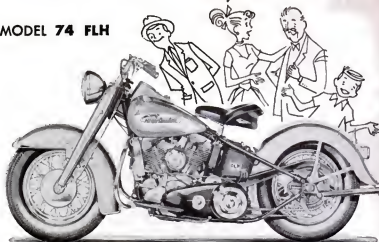
Equipment specifications
between Eastern and
Western models may vary

MODEL 74 FL



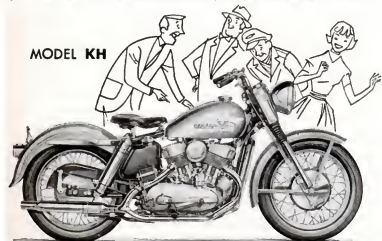
Famed the world over for rugged power, dependability and reliability...the 74 OHV is the one motorcycle all riders want to own.

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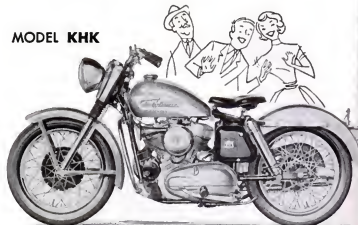
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The 1956 Harley-Davidson KH is a winning performer — on or off the road. Nothing like it for handling ease and maneuverability!

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There's super acceleration, power and speed in this astounding, custom-built version of the sensational Harley-Davidson KH model.

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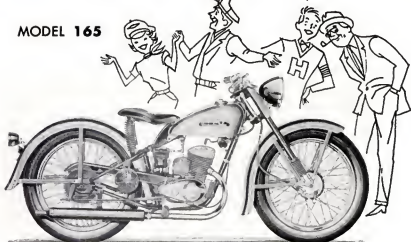
'56 Harley-D

SIDECAR



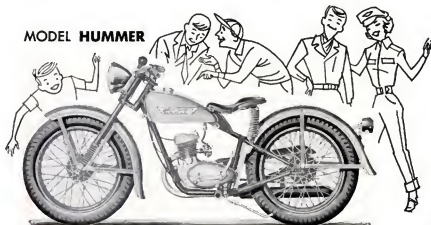
Easy-ride springs and deep cushions offer your passenger real

MODEL 165



The popular Harley-Davidson 165 is a trusty two-wheeler that any rider will be proud to own. Economical for work, school or play.

MODEL HUMMER



Here is the easy-to-own, easy-to-ride, economical HUMMER for '56.

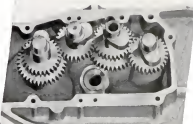


MODEL FL — FLH
Bright green, Nite-Glo numerals on a new speedometer for easy reading.



74's — K's and SERVI-CAR

New, fiber-type air cleaner. Filters out dust, sand and grit.



MODEL — KHK

These special-built high-lift cams help make the super KHK real winner — on or off the road.



MODEL KH — KHK

A new, low frame for 1956 offers K riders a lower riding position, easier handling and greater maneuverability.

with numerous features
for greater performance

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See... ride... the breath-taking, new Harley-Davidsons. They're *Advanced Again!* Each model, dynamic in design — outstanding in performance — unsurpassed in comfort, durability and handling ease.

Look them over! The mighty, power-packed OHV's; the smooth, rocket-fast K's; the peppy, compact 165 and the lightweight, economical HUMMER. They are the peak of perfection — the result of years of engineering know-how. Here is *championship quality* — proven on road and track.

Find out how easy it is to own one of these snappy, new models. Let your Harley-Davidson dealer give you the details. He'll be glad to tell you all about his attractive, trade-in deal and easy-pay-plans. Stop in and see him today!

HARLEY-DAVIDSON MOTOR COMPANY,
Milwaukee 1, Wisconsin



MODEL FLH

A sensational, high-lift camshaft has been added to the super-powered FLH for '56 — giving it still greater speed and acceleration.



MODEL KH — KHK

Main shaft and countershaft second and third gears have been re-designed for greater tooth section and increased, high beam strength.



MODEL FL — FLH

The OHV sprocket shaft now features a built-in shoulder to back up the Timken bearing. This permits a secure tightening of the sprocket to the sprocket shaft.

News OF THE...



MOTOR MAID ACTIVITY

107,970 MILES TO THE 1955 CONVENTION

Wow! 107,970 miles for one round trip! Sixty-three Motor Maids from fifteen different states and Canada accomplished this feat. All the Club's Officers and twelve State Directors were present this year.

The 1955 Motor-Maid-of-America convention was held in St. Catharines, Ontario, Canada, July 8, 9 and 10th. State Director of Northern New York and Canada, Audrey Sherk, Toronto, deserves a big hand for the wonderful job she did in handling such a tremendous task. Audrey and her helpers were on the job early and late as the results show.

Motor Maid Lucie Roth from Kentucky was the very first MM to arrive. She was followed by Pat and Patsy Boatright, Nicki Hero and Dor Robinson. These girls went right to work helping Audrey with arrangements and Friday A.M. there was a greeting committee which registered each guest and Motor Maid as they rode in to headquarters. Hotel Leonard of St. Catharines was practically taken over by the Motor Maids and their guests and I'm sure everyone enjoyed their stay at this hotel. Friday afternoon a parade to the swimming pool was arranged. Most of the girls donned bathing suits and got wet before the management closed the pool for one hour... the Tea Hour in Canada! A short time later a group of the girls journeyed over to see the Falls at night with the lovely lighting effects. It was well worth the trip.

Saturday bright and early the Mystery Run started. Forty-three girls rode this run which ended in the park above the Falls. The time of the run was 57 minutes for the sixteen miles and was won by Helen McKinzie, Corpus Christi, Tex., and Carol Upah, Cedar Rapids, Ia., who tied for first place. Second place was also a tie... Jerry Green, Akron, O., and Bonnie Rainwater, Shreveport, La. The winning girls were not informed at the time, so it continued to be a mystery until after the banquet Saturday. After the arrival of all the girls... some got held up by a draw bridge... some got lost! Some came in by way of Toronto... a box lunch was served. After lunch the girls saw the sights and rode the "Maid of the Mist," shopped and generally entertained themselves until banquet time at Hotel Leonard.

There were around one hundred persons served at the banquet as local motorcycle

dealers and their families were guests of the Maids. Pictures were taken and trophies awarded to the Mystery Run Winners and to little 14-year-old Patsy Boatright, Shreveport, La., to commemorate her first long solo ride. Patsy has just obtained her driver's permit and is now a regular member of the Motor Maids of America. Helen McKinzie and Gloria Bowden, both from Corpus Christi, Texas, were the Long Distance trophy winners. After awards were given out, all adjourned to the Mirror Room where an evening of fun was had by all.

Sunday A.M. the usual business meeting, including the announcement of Denver, Colorado, as the 1956 Convention City. The girls packed up and left for their respective homes or rode south to attend the National Road Race at Windber, Pa. Thus the fifteenth annual Motor Maid Convention takes its place in the past.

WINDBER

Motor Maid Evelyn Warren, Johnstown, Pa. was the Official Hostess to thirty-five Motor Maids from fifteen states including ten State Directors.

The Dishong Cycle Shop, Everett, Pa., and the Harley-Davidson Sales Co. of Altoona, Pa., presented each Motor Maid with official grey and blue silk scarves at the beginning of the parade. It was a very thoughtful gesture and the girls all wish to express their thanks.

MAIDS IN THE WOODS

Ohio State Director, Mary Cutright held the sixth annual Maids in the Woods party

at her home own, Chillicothe, Ohio. There were twenty-one girls strewn about the fairgrounds in their various size-and-shape sleeping bags in this, the one big "Sleep-Out" party of the year.

Mary, with the help of members of the Chillicothe MC held a very enjoyable two day meeting of Motor Maids.

First to arrive on Saturday were Betty Lou Martin and Hi Cowan from Champaign, Ill. with Ilene Tilson, Princeton, Mo.

Activities began in the afternoon with a parade through the city of Chillicothe. They were escorted by members of the local police force. A fried chicken dinner with all the trimmings, Ohio style, was enjoyed by the Maids in the P.M. at the "Fox Farm," a deluxe dining establishment on the outskirts of Chillicothe. The Maids and their guests numbered in the forties for the banquet, which was delicious.

After dinner a Night Lime Run was held with fourteen girls riding this event. The starting point was the "Fox Farm" and the run ended, after winding all through Ohio, back at the fairgrounds. Motor Maid Bessie Dye, Noblesville, Ind., was winner of this event with Marge Moreland, Covington, Ky., second. The remainder of the night was consumed by viewing pictures taken by Hugh Smith and with idle social chatter common to all Maids' events. I might add... sleeping was nil...

Sunday A.M. breakfast was served on the spot by Mary and her helpers. The Field Meet was run early in the day to enable the girls to get started for their homes before nightfall. Field Events' winner was Betty Fouts, Detroit, Mich., Joy Duerr, Hamilton, Ohio, second and Bonny Berry, Toledo O., third. Ilene Tilson copied the Long Distance trophy. The Field Meet was put on by members of the Chillicothe MC and was enjoyed by the sixteen girls participating.

SOUTHWESTERN MM TOUR

Quite a tour! Over the Fourth of July weekend, a group of Motor Maids rode to Flagstaff, Ariz., to attend the All Indian



These Maids gathered together in St. Catharines, Canada, for the Motor Maids of America convention held July 8, 9 and 10.



Homeward-bound after attending the Indian Pow-Wow are these four Maids. Left to right, Pat Imes, Helen Thielman, Ethyl Asbill and Evelyn Andrea.

Pow-Wow. Saturday and Sunday were spent attending the very colorful and entertaining ceremonial rituals, parades and rodeo. On Monday a Novelty Run was held during the ride home—starting at Flagstaff and ending near the junction where the Maids were to part company. The trophy for this run went to Pat Imes, Phoenix, Ariz. All agree it was a wonderful ride and meet.

OUR DEEPEST SYMPATHY

The Motor Maids of America wish to express their sympathy to MM Jean Sans and husband of Kansas City, Kans., in the loss of their infant daughter, who died at birth.

To the family of Motor Maid Martha Boltz, Mansfield, Mass. Martha was one of the Charter Members of the Motor Maids and had always been an active member. Martha lost her life recently in a light plane accident while in training for the Civil Air Defense group.

The Motor Maids also extend their sympathy to MM Hi Cowan and son, Bob, in the loss of Russell Cowan, Harley-Davidson dealer in Champaign, Ill., who died after a prolonged illness. Russell was well known by most of the Maids and will be greatly missed in the future.



Southern California Maids at their monthly meeting.

The Cycle Sisters are now an all Motor Maid club. Their membership drive is now on and any interested girls (must own and ride own machine) can write or call Lois Schmidt, 5931 Lorain Ave., c/o Harley-Davidson Sales Co., Cleveland, Ohio. Pictured above left to right are: Top row, Alice Kapferer, Lois Schmidt, Pat Smith, Pat Martin and Isabelle Crane. Bottom row, Betty Beck, Mary Skaggs, Gloria Bash and Flip Mady.

Tilson's Tattles

Big news this month was the 15th Annual Convention of Motor Maids in St. Catharines, Canada. Besides the regular convention business a lot of sight-seeing trips were taken by the girls and their guests. Cute fad was started by MM Audrey Bezdek, Jerry Green and Jo McAleer . . . those little Scotch hats you've noticed on so many Maids since the Canada affair. Seems these girls discovered the hats and when the rest of the group saw them . . . needless to say the hat shop enjoyed a very profitable afternoon. They had an odd way of pricing these hats . . . the larger the head, larger the price! Noticed most everything was more expensive in Canada . . . even money! I was really complaining about the price of gasoline until I was informed I was getting an extra LARGE gallon every time . . . five quarts, it was. The Mystery Run was such fun. If speed had had any bearing on the winning of it, (it didn't, of course), Betty Fouls would have been the record breaker. She had the fastest time of 21 minutes!

After Convention about a dozen girls stayed in Detroit, Mich., as guests of Dot and Earl. They rode in a group from Detroit to Windber, Pa. without a mishap of any kind and not even rain! Looked like I was still the only one to have wet weather on the way to Convention and again to Windber, (I had returned home between the two events) and was very depressed about the situation . . . after all, why should I have all the nice, cool, wet trips? Well, I understand I'm sharing my good (?) fortune with Mickey Landry, Jody Bunch and several other girls who really had rain on their way from Windber . . . I didn't get a bit of that cloud! Heard Mary Cutright ran out of gas . . . seems she only uses ONE flavor and was hoping to make it to a certain station! Speaking of Mary . . . her very first "Maids in the Woods" party was super. She had a large number present and the events were well taken care of by her local Club, the Chillicothe MC. Only complaint heard was . . . Gad Zooks! Don't Lois Gutzwiller, Janet Lattier, Bonnie

Berry, or Betty Fouls EVER sleep? They didn't turn in until 3 or 4 a.m. and were up again at six!

In the Mail: New member expected in the family of Marian Cook and her husband in Downey, Mo., sometime in November. New address of MM Betty Jeremy, Rt. 2, Glens Falls, N. Y., and Evelyn Warren RD 2 Box 345, Johnstown, Pa.

Letter from St. Louis, Mo., tattles on the activity of all the St. Louis MMs. That very popular Girl Rider Helen Blansitt has become very active in the motorcycle division of Civil Defense. Art, Helen's husband, is now a Lt. but Helen is still a lowly Private. She had best watch her Ps and Qs or it will mean extra duty or KP! Helen was the only girl cyclist in the mock evacuation of the Hospital there in June. The motorcycle division led the affair and were televised over channel 4. The MC Unit is planning to organize a Drill Team just as soon as possible. There's a new pet there, too . . . at Helen's and Art's . . . a sparrow hawk. He was found out in the yard with a broken wing . . . probably been in a "Bird Fight." This is the second sparrow hawk they have had and say they make wonderful pets. Ginger Dixon of St. Louis also has a new pet . . . another Boxer Dog. Now she has a pair of Boxers and hopes to be in the dog raising business before long. Ginger was recently voted the "The Most Popular Missouri Girl Rider" at a field meet held in St. Louis. Here's some real good news . . . Lois Schroeder sold the winning Windber Ticket and won herself one hundred bucks! Lois sold around twenty-five books of tickets and missed by a small margin in winning the trophy given by the Missouri State Director to the girl selling the most tickets. Billie Ruth Babcock, St. Joe was winner with nearly thirty books.

Marie Schumann, San Antonio, Tex., writes of her vacation . . . almost a second honeymoon on her tenth wedding anniversary. Just relaxing in the sun and swimming. Even had a fast game of croquet. Then they, (Marie, her husband and small son) attended the Brownsville, Tex., Motorcycle Rally. Helen McKinzie raked in an-

(See **MOTOR MAIDS**, page 32)



Saturday dawned a perfect sunny and warm day. At ten o'clock the field met got under way.

The biggest event of the day was a big motorcycle parade which formed at the Recreation Park. Escorting the long procession of over a thousand cycles were six officers followed by the Mayors of Windber and Johnstown. Next in line were thirty two Motor Maids. Among these were Dot Robinson our president from Detroit, Michigan, and other girls from Florida, Texas, Louisiana, Iowa, Missouri and nearby states. The Motor Maids were given the award for having the largest number in a club. The best dressed club award was given to the Baltimore Ramblers in their spotless white uniforms. The streets were lined with spectators as the long line of cycles paraded through Windber and down over the mountain into Johnstown, then they circled through the streets and proceeded back to the stadium (a distance of 16 miles) for an evening of cinder track racing for novice only. Many a thrill was seen by the large crowd that had packed the stadium for this event. After the races were over many of the cyclists went back to the park for some square dancing and some to make the most of the few hours left before they reluctantly packed their gear for the trip home and the big road race scheduled on the morrow.

Official Results

50 Mile National Road Race

Winner's time 59:17.00 (52.09 MPH)			
Position	Rider	Num-	Ma- Laps ber chine
1.	Joe Leonard, San Jose, Calif.	1	H-D 63
2.	Don Hutchinson, Kansas City, Mo.	84	H-D 63
3.	Edwin Fisher, Parkersburg, Pa.	42	TRI 61
4.	St. Swan, Lockport, Mass.	75	H-D 65
5.	Ted Boyd, Baltimore, Md.	12	TRI 62
6.	Buck Brigrance, Charlotte, N.C.	24	H-D 62
7.	Bernard Toomey, New Oxford, Pa.	44	TRI 62
8.	Neal Cravener, Apollo, Pa.	14	H-D 57
9.	Winfield Maxwell, Pa.	66	H-D 57
10.	Jim Klank, Hanover, Pa.	85	TRI 52
11.	Elmer Morris, Pittsburgh, Pa.	4	H-D 36
12.	Donald Goulet, Lancaster, Md.	86	H-D 65
13.	John Dronberg, Frederick, Md.	34	H-D 32
14.	Norman Smith, San Jose, Calif.	15	TRI 31
15.	Harvey Smith, Wernersville, Pa.	64	H-D 32
16.	Leon Applegate, Burlington, N.J.	99	H-D 21
17.	Rodman Barkhart, Reading, Pa.	27	TRI 20
18.	Bill Miller, Lancaster, Pa.	5	H-D 16
19.	Tommy McDermott, Norfolk, Va.	29	BSA 14
20.	William Kelly, Phoenixville, Pa.	43	IND 7
21.	George Heck, Pottstown, Pa.	53	TRI 6

Official Results

25 Mile Amateur Final

Winner's time — 31:17.82			
Position	Rider	Num-	Ma- Laps ber chine
1.	Lloyd Mann, Bauman, Pa.	19	H-D 31
2.	James Rorer, Hanover, Pa.	82	TRI 31
3.	Robert Markey, York, Pa.	34	IND 31
4.	Dave Bail, Baltimore, Md.	12	TRI 31
5.	John Toomey, York, Pa.	94	TRI 31
6.	Bud Berthold, Baltimore, Md.	98	TRI 30
7.	Robert Bromley, Langhorne, Pa.	21	H-D 30
8.	Steve Halewich, Quakertown, Pa.	63	IND 29
9.	Paul Cuskey, Silver Spring, Md.	35D	H-D 29
10.	John Sheneman, Bradford, Pa.	48B	H-D 27
11.	Clarence Suydan, Easton, Pa.	9	H-D 25
12.	Don Bailey, Warren, Pa.	66	BSA 24
13.	Paul Adams, Mt. Rainier, Md.	8C	H-D 12
14.	Don Gore, Hartford, Conn.	41	H-D 10
15.	Jack Chester, Washington, D. C.	23	H-D 9

Official Lap Record—50 Miles

Lap	5	10	20	30	40	50	63
Rider	1	1	1	1	1	1	1
	94	84	84	42	42	84	84
	75	75	42	84	84	42	42
	99	99	15	15	75	75	75
	15	29	75	75	12	12	12
	35	35	56	4	44	24	24
	42	15	99	44	24	44	44

Official Lap Record—25 Miles

Lap	5	10	15	20	25	31
Rider	41	41	19	19	19	19
	19	19	82	82	34	82
	82	82	34	34	82	34
	23	34	9	9	12	12
	9	9	88	88	83	94
	63	88	94	94	84	84
	34	94	12	12	9	21

Results Gypsy Tour Events

Plank Ride in 35 cu. in.	—
Richard Roddick, Shippenburg, Pa.	—
Slow Race to 350cc. Men	—
Richard Reinhold, Reinhold, Pa.	—
Slow Race — 500cc. and over (men)	—
Ralph Gutshall, Johnstown, Pa.	—
Slow Race for 500cc. and over (women)	—
Mickey Landry, New Orleans, La.	—
Slow Race for up to 350cc. (women)	—
Patsy Boatright, Shreveport, La.	—
Egg Flipping	—
(ladies), Jane Fennan, Pittsburgh, Pa.	—
(men), Chuck Downing, Pittsburgh, Pa.	—
Mail Driving Contest	—
Gloria Bowden, Corpus Christi, Texas	—
Don Hamilton, Columbia, N. J.	—
Pick Ball from can and drop in can	—
Arlene and Jack Roddick, Shippenburg, Pa.	—
Backward Push to 50cc	—
Pete Zepka Jr., Windber, Pa.	—
Backward Push over 50cc	—
Henry Buck, McKeesport, Pa.	—
Backward Push for ladies	—
Joan Howarth, Freehold, N. J. (up to 35cc)	—
Betty Paul, St. Clair Shore, Mich. (over 50cc)	—
Best dressed couple with machine	—
Mr. and Mrs. Calvin Bishop, Cincinnati, Ohio	—

Oldest Rider in age
Julius Andrews (77½ years of age)
Rider riding most years
Julius Andrews, (riding 50 years since 1905)
Rider riding longest distance to our
Keith Lane, West Hollywood, California
Miss Gypsy Tour of 1952
Evelyn Woodard, Chase, Md.
Prettiest Motorcycle
— Ned Kinsaul, Greenville, N. C.
Friedest Side Car
— Glen Hammond, Cincinnati, Ohio
Oldest Motorcycle
— Jim Cunningham, H-D #7UL2360
Club with most riders present riding cycles
Lebanon Valley, C. C. Lebanon, Pa.
Best Uniformed Club
— Baltimore Ramblers, Baltimore, Md.
Lucky Motor Maid participating in parade
(Penna. Maid) — Jo Ann Scheer, Lebanon, Pa.
(Other states) Patsy Boatright, Shreveport, La.
Dig Out
— Charles Cox, Rochester, Pa.
150 & 200cc — Harold Hartlaub, McSherrytown, Pa.
200 & 350cc — Harold Hartlaub, McSherrytown, Pa.
400 OHV or 550cc — Harold Burton, Silver Spring, Md.
61 cu. in. for over — Ray Yurich, Port Vue, Pa.
First Rider in Gypsy Tour
Jimmy Conray, Harrison, N. J.
First Campsite Sec.-Club
— Centralia M. C. Centralia, Ill.
Best Campsite, Club (Friday Night)
— Midnight Riders, Lewistown, Pa.
Best Camp Site, Individual (Friday Night)
— Gerald Lightner, Rices Landing, Pa.
Best Camp Site, Individual (Saturday)
— Mr. and Mrs. William Briggs and family
Best Camp Site, Club (Saturday)
— Flying Boats M. C. Pittsburgh, Pa.
Overall prize for best Camp Site
— Midnight Riders, Lewistown, Penna.
Parade Contestant Winners
— Nicest Uniform Club in line —
— Baltimore Ramblers MC
Club with largest number —
— Motor Maids of America
Club coming greatest distance —
— Baltimore Ramblers MC
Neatest Appearing Family Group in side car —
— Bechtler Family, Reading, Pa.
Neatest Appearing Sidecar outfit —
— Ned Kinsaul, Greenville, N. C.

Awards Not Claimed At

Windber Gypsy Tour

During the Gypsy Tour at Windber there were a few awards that were unclaimed. These prizes were awarded to "parade contestants" and their license plate number is the only identification. If you recognize your number or know of someone with these numbers have them write to Peter J. Zepka, 235 Adams Street, Johnstown, Pa.

Neatest appearing woman operating cycle in line — Pa. 3345

Nicest appearing cycle in line — Pa. 244

Neatest appearing couple on cycle — Pa. H210

Oldest motorcycle moving under own power — 1140 (not sure of state)

Neatest appearing man on cycle — 286 (state unknown)

These numbers were announced over the P.A. system but they were still unclaimed.

Says a postcard from a truth-telling vacationist at an expensive mountain resort: "Having a wonderful time; wish I could afford it."

A man's wife may not be the only woman he ever loved—but she is the only one who ever made him prove it.

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Legion-Arrow To Hold Ohio State Championship - Sept. 18

COMING up this month, Sunday, September 18th, will be one of the best shows next to the star studded nationals when the Legion-Arrow sponsor the Ohio State Championship dirt track races on the fine half-mile oval of the Ohio State Fairgrounds.

For the seventh time this colorful event will thrill thousands of midwest racing fans as it brings to a close Ohio's racing season. This year's Championship event promises to be no exception insofar as fans, riders, color and thrills when the Legion-Arrow unfold their afternoon program of racing and entertainment.

As in the past six years, this seven-star event will carry the colors of the nation's novice, amateur and expert riders in a regular nine-event program, with an added tenth event for Ohio experts only, making up the Ohio title race. And, if the past is any prediction there'll be real championship battles in all ten races.

Two of the nation's top-notch riders, Dick Klamfoth and Bobby Hill, both Ohio

products, who have dominated the title race since 1949 will have their hands full if either expect a repeat win as 1955 has produced some real fire-ballerers in the form of Don Rees, Bud Guest, Roger Comer, and Pete Knight, who nearly turned the trick last year, after leading Klamfoth for 19 of the 20 laps.

This year there will be an added attraction for all AMA clubs, and that will be a trophy for the largest uniformed club and also there will be a trophy for the nearest uniformed club. So all clubs plan on being in full uniform and prepared for a uniform parade.

Plan now to attend this year's Ohio State Championship. Pass the word along to your friends to be on hand to help cheer your favorite and try to boot him home the winner.

For entry blanks, write to Camp Chase Post, American Legion, Box 817, Hilltop Station, Columbus, Ohio. Entries close midnight, Sept. 11, 1955. So, check that date on your calendar and we'll see you in Columbus, Sept. 18.

machines, knobby tires and muscles.

Much to our amazement, dust rose in alarming quantities, but the welcome brisk breeze happily blew it all away from the center of the area and kept the spectators and starting line clear.

The first heats went off with a mad rush, thrills and spills kept everyone on their toes. No one was hurt, but the non-motor-cycling fraternity among the spectators kept asking when the ambulance would be called. Excellent riding ability was shown by men like Kurt Urban until his rear wheel was swallowed by a chuck hole axle deep. The variety of machines ran the gamut from the Harleys thru to DMWs, from Dots thru Nortons and the usual Bitzas . . . (a bit o' this and bit o' that). Charley Garby flew thru the sand causing comments as to whether or not he and his rig weighed over three pounds (wet). Wink Butz slammed into corners like the devil was on his tail leaving flumes of sand for the followers to breathe.

Ed Zeiser was the clown of the day, holding his machine to a sedate crawl, swearing by the old adage that the slower you go, the farther you get. And 'get' he did, as he passed and repassed rumpled heaps of legs, wheels and dust. (He placed third on his ancient AJS). Final tabulations of the scrambles showed the ultimate winners to be:

Dot Mounted Brothers Sweep Observed Trials

A welcome break in the heat wave that was keeping New Yorkers confined to water sports and air-conditioned rooms was the order of the day July 24 at the annual Trials and Scrambles sponsored by the active Cross Island MC of New York City. A welcome overcast and a dust-dampening drizzle early in the morning weeded the men from the boys, and the usual hardy contestants were on hand. With the rain over by 8:30 the terrain was ready-to-go and so were the many enthusiasts.

Six difficult observed sections (with one being timed) faced these intrepid riders and had several doubting their skills. The sections were quite long and tortuous, having been laid out in an abandoned sand quarry. A sparse overgrowth of vegetation made preparation a snap and helped the riders in finding traction. Nick and Ray Esposito, each Dot mounted, showed exceptional talents and the results of long practice and experience. Young Winky Butz showed everyone a few startling innovations by eliminating the gravitational pull and apparently flying over the "impossible" portions. The sixth section saw him make a sharp left turn off a narrow ridge, go down a 75 degree slant for 6 feet into a gully that was wheel wide at right angles to the ridge all under power with a fair head of steam as though he did this every

day—riding clean yet!

Final tabulations showed these results:

Class A	1st—Nick Esposito	DOT
	2nd—Wink Butz	AJS
	3rd—J. McLoughlin	DOT
Class B	1st—Ray Esposito	DOT
	2nd—S. Hutchinson	AJS

Refreshments were served at noon and preparations were made for the Scrambles. The area supplied us with a natural wash and plenty of soft sand that kept speed to a minimum and was an excellent test of

Lightweight

1st—G. Burbaker	DMW
2nd—C. Garby	DMW
3rd—E. Zeiser	AJS

Heavyweight

1st—W. Butz	AJS
2nd—W. Furlong	BSA
3rd—R. Bynoe	ARIEL

Bantam

1st—R. Conklin	H-D
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Dealer Inquiries Invited



RACES FOR ALL

The Northeastern Ohio Harley-Davidson Dealers Assn. announce that on October 9, they will sponsor road races for novice, amateur and expert class riders. These races will be held at the airport in Akron, Ohio. All riders interested may obtain entry blanks from Al Gollan, 519 Market St., Youngstown, Ohio.

AT LAST! A MOTORCYCLE RING EVERYONE CAN AFFORD!



Genuine Sterling Silver with official AMA emblem. Baked enamel in AMA colors. Nice to look at, nicer to own. Be the envy of your friends by being the first in your club or group to own one of these beautiful rings designed and manufactured by a cyclist for cyclists. Don't wait! Send today!

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Dealer's Inquiries Invited

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All Set Fellows! Last Call For Ohio Enduro Championship

Are you all set for that super deluxe combination—Ohio State Championship Endurance Run and Athens Milk Run? Got those outfits all set? Tires in good shape? Good chains and muffler? Throttle and clutch cables and brakes OK? Everything lubricated from stem to stern? Yes? That's great—keep it that way! Because that Championship day isn't far off—October 9—and this is the last reminder.

So lend an ear, fellows, and listen to all the bits of information and "goings-on" that will take place the night before and the day of the run as to where to stay, drawing, classes, etc.

The run will be for approximately 205 miles at 24 mph. First rider will leave Sunday morning at 6:01 A.M. Drawing for positions starting, noon control and the finish will all take place at the Mechanicsburg School located one and a quarter miles west of Athens on State Route 33, which is also known as Richland Avenue. Drawing will be Saturday night, October 8, at 9:00 P.M. sharp. NOTICE, no entries will be accepted after 8:30 P.M. for the 9 o'clock drawing. All entries received after 8:30 P.M., Oct. 8, and up until the last rider leaves the next morning will ride according to the number in which he signed up.

Entries will be accepted in mail on standard AMA entry blanks or information concerning same by letter, if accompanied by entry fee, and mailed to Pathfinder Ray Morris, 188 N. Lancaster, Athens, Ohio. Entry fee will be \$5.00. All riders will receive one meal ticket, good for a meal at noon or at the finish, whichever he prefers.

Classes will be A and B Solo, A and B lightweight, and A and B sidecar with trophies for the first three places including sidecar passengers in the Ohio State Championship. The same classes will prevail for the Athens Milk Run with only one trophy for each class. Forty beautiful trophies in all.

Every rider, including all out-of-state riders will have an equal chance of winning every class trophy including the traditional high-point Milk Bottle for the Athens Milk Run, which gives every rider an equal chance of winning two beautiful trophies plus the Milk Bottle. The championship trophy is the only trophy limited to Ohio riders.

For lodging in Athens try: HiWay Motel, U. S. Route 50, Phone 24937; Nutt Crest Motel, 360 Richland Ave., Phone 28003; Sun Set Motel, 135 Columbus Road, Phone 28801; Willowbrook Cabins Court, 375 Richland Ave., Phone 27072; Plaza Courts, nine miles West of Athens,



These are the many trophies that will be awarded at the annual Ohio State Enduro championship and Athens' Milk Run.

State Route 50, Phone Albany 2931; Berry Hotel, Court St.; Athens Hotel, Court St. For Tourist Homes try: Maybelle Baker, 248 E. State St., Phone 31384; Pearl Helwig, 3 N. May Ave., Phone 31993; or Biddle Tourist Home, 542 Richland Ave., Phone 20673. We'll see you in Athens, Ohio, October 9, don't forget!

Crawford, New Harley-Davidson Operator In Buckeye Capital

Harry L. Crawford, better known to his many friends and associates as "Lefty" in and around Columbus — The Buckeye Capital — has taken over the operation of the Harley-Davidson Sales located at 1195 Parsons Ave., where he took up his new position several weeks ago.

Lefty is no stranger to the motorcycle fraternity around central Ohio since he has been a motorcycle enthusiast all his life, but didn't actually get into the business end until after a hitch in the army during World War II. He has been a salesman for the A. D. Farrow Co., selling new and used Harley-Davidsons for about the past five years.

Married to a beautiful wife who gets a big thrill out of her hubby's interest in motorcycling besides taking care of two lovely children makes his life a real exciting one and all the more reason for his motto: "When you realize that a man has pride, feelings and problems just as you have, the easier it is to treat him the way you would like to be treated."

His many friends will be interested to learn of his new position, and we understand by the time you read this he will have the new 1956 line of Harley-Davidsons on the floor besides a line of used machines that will interest all the pleasure riders, new and old.

"Variety is the spice of life," and Lefty welcomes everybody to drop in and say hello. Lots of good luck, Harry!



KH rear wheel hub features needle bearings.

economy also shows advancements. The bullet-shaped tail light is replaced with the large round tail light featured on the Hummer 125 model. The candlepower is the same, 21-3, but the reflector area is much larger and features an intensifier button.

Decidedly improved appearance is given the 165 for 1956 with 18-inch wheels instead of the former 19-inch wheels. With the lower riding position also comes easier handling and better traction — all added safety features.

The Hummer 125 two-stroke, baby of the Harley-Davidson family, was introduced last March and the 1956 model incorporates the same safety features as the 165 model.

The new advancements and features on the 1956 Servi-Car will interest the police departments and automotive industry where this three-wheeler is used almost exclusively. The Servi-Car engine is now fitted with the same low expansion, aluminum alloy, cam ground pistons employed on the KH model. This is a stronger piston than that formerly used. The new piston carries the same KH rings—chrome-plated top ring, a plain cast iron ring in the second groove and a U-Flex ring in the oil control position. Eight holes are drilled through the piston at the bottom of the U-Flex ring groove. With this new piston and rings, oil control will be improved on the Servi-Car engine and ring life lengthened.

A bold, new treatment of attractive colors and color combinations have been added to the new 1956 line of Harley-Davidsons. On the 74 and KH models, two-tone color styling on both sides of the tank adds a note of modern newness. Standard color combinations for these two models are: Pepper Red with White tank flash; Champion Yellow with Black tank flash; Atomic Blue with Champion Yellow tank flash, and Black with Champion Yellow tank flash.

On the 165, the standard colors are Pepper Red, Atomic Blue, Champion Yellow and a new lively color—Tangerine. Standard Servi-Car colors are Pepper Red, Atomic Blue, Black, Champion Yellow. Hummer colors are Pepper Red and Atomic Blue. Police colors are silver and white.

Another List Of AMA Clubs!

East Highland Park Rebels MC,
Richmond, Va.
Floridan Rangers MC, Miami, Fla.
Pottstown Motorcycle Assn.,
Pottstown, Pa.
Hamilton Trail Blazers MC,
West Chester, Ohio
O'J City Ramblers MC, Odessa, Tex.
Throttle Jokers MC,
North Platte, Nebr.
Joy Riders MC, Valdosta, Ga.
Antlers MC, Brooklyn, N. Y.
Golden Acres Ramblers MC,
St. Thomas, Ont. Can.
Alma Rockets MC, Ithaca, Mich.
Iowa City MC, Iowa City, Ia.
Skwir's MC, Fair Oaks, Calif.
Pineland Rangers MC,
South Harpwell, Me.
Princeton Road Runners MC,
Princeton, Ky.
Sunset Riders of Port Huron MC,
Port Huron, Mich.
Kankakee Valley MC, Valparaiso, Ind.
Highwaymen MC, Detroit, Mich.
Alpine Cavaliers MC,
Bad Tolz, Germany
Baytown Rebels MC, Baytown, Tex.
Mountain Riders MC,
Morgantown, W. Va.
Missouri Maids of America,
Overland Park, Kans.
Flint River Riders MC, Albany, Ga.
Sandblasters MC, China Lake, Calif.
Road Rockets MC,
North Syracuse, N. Y.
Gophers MC, San Antonio, Tex.
Donaldson Air Force Base MC,
Donaldson Air Force Base, S. C.
Main Line Competition Riders MC,
Ardmore, Pa.
Capitol Lake MC, Olympia, Wash.
Bear State MC, San Fernando, Calif.
Free Lance Riders MC,
Great Falls, Mont.
Diamonds MC, Torrance, Calif.
Texas Throttle Twisters MC,
Fort Worth, Tex.
MacDill Jet Riders Motorcycle and
Scooter Club, MacDill Air Force
Base, Fla.

Barons Aid Optimist Club In Annual Benefit Show

The Road Barons MC of Hamilton, Ohio, were out in force July 10 and 11, giving a helping hand to the Optimist Club which holds an annual horse show at the fairgrounds for one of their community's charitable organizations. This year the show was put on to help the Underprivileged Children of Hamilton and turned out a great success.

Also in July, they divided the duties with the Cincinnati Cavaliers MC to help promoter Mark Bowles with the success of his three-star race meet at Lawrenceburg, Ind.

Their latest club run laid out by Lake Oliver, which was not named, and the winner was the rider who finished with the lowest mileage and that being Roy Steimel who was followed by second and third place finishers, Jack Victory and Tom Bartell, respectively.

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other first-place trophy. Doris Godwin was second. MM Fern Henry and husband expecting a visit from the stork this winter. MM Dono McMinn weighing less than 100 lbs. . . taking it easy and taking care of herself so that she might be able to ride again next year. MM Helen Earnhardt's hubby has a new plane. Helen plans on becoming a pilot of the plane just as she is of a motorcycle. Barbara Wagner and husband, Don, are parents of a New Maid, Naomi Ruth, who arrived June 26th. They live in Cactus, Ariz.

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BOX 468, HUNTINGTON PARK, CALIF.

Pres. Dot Robinson has appointed Doris Deeter of Seattle, Wash., to fill the vacant post of State Director. Arlene Barfuss resigned recently.

Seen: Pat Smith, Cleveland, O., with a hole cut in back of her helmet. Wot for? Why, for her long blond pony tail, of course!

Penny Bowden, Corpus Christi, Tex., seated on a grave marker, chin in hands contemplating whether or not she was injured in a little fall. She didn't even know it was a Monument Place of Business. "Tombstone" Bowden she will be known as!

Heard: "Let's hurry and get there before they shut down for the night." . . . Patsy Boatright. I don't think they ever turn that Niagara Falls faucet completely off, Patsy, so take your time.

Expressions by Canadians: "Go Flubbe up a Gum Tree" or "Go Fry Ice!"

More future Maids: MM Jackie Packard, Kalamazoo, Mich., on April 13, had a girl who was named Roxy Ann. June 13, Gloria Perry, also of Kalamazoo, gave birth to an eight pound, four ounce baby girl who was named Lana Jean.

Antique Motorcycle Club Member's Picture Book

Since the inception of the Antique Motorcycle Club of America interest in the old motorcycle has been growing by leaps and bounds. During the brief span of its existence, this Club has succeeded in uncovering many old models that were forgotten and gathering dust in barns and sheds. A good number of these have now been restored to as good as new condition, and the Club now announces its first annual member's picture book. This book illustrates and describes twenty very interesting old motorcycles which members of the Antique Motorcycle Club have found and restored or are in the process of restoring. A very limited number of these books are available at 65¢ each, or two for \$1.00. Persons desiring a copy should send payment to the Club Secretary, Emmett Moore, 29 Laura Ave., Nutley, N. J.

Robertson and Weilbacher Top Scramblers At Toledo

Rob Robertson of South Bend, Ind., and Ohio's top lightweight scrambler, P. G. Weilbacher from the Buckeye Capital took top honors on the Toledo Travelers new scrambles course winning their respective classes.

Robertson did some beautiful riding as he maneuvered his BSA around the winding course to nose out his home town stablemate R. Steele on an Ariel and Walter Malesko riding an AJS.

The large attendance was treated to some thrilling and very exciting races during the afternoon session and the lightweights



Plenty of action was seen at the Toledo Travelers' Scrambles. Most of the races were close and well contested.

were equally exciting as Weilbacher, on a Dot, kept his string of victories going after a ding-dong battle all the way to the finish line just nosing out Ortho Stratton of Findlay, Ohio. Stratton who also was riding a Dot was followed across the line by Herman Weirig of Greenville, Ohio, on a Harley-Davidson.

Ronald Skaggs of Cleveland won the lucky number drawing for \$5.

Goldsmith Grabs Lead In Final Lap To Win Huber Memorial Race

More than 3,000 Fourth of July weekend race fans saw plenty of action in the second annual Billy Huber Memorial race at the Reading Fairgrounds as Paul Goldsmith collared hard-ridden Tommy McDermott on the final lap to win.

Goldsmith who ran second to McDermott in the heat race trailed early leaders Leon Applegate and McDermott in the Memorial race to pull by Applegate on the seventh lap of the 10 lap race and finally caught McDermott on the frontstretch at the start of the final lap.

Goldsmith blasted into the first turn a split second ahead of McDermott and fought off his challenge to regain the lead as they crossed the finish line almost hand-lebar to handlebar. Bobby Hill, last year's winner who was a contender all the way, finished third followed by Neal Cravener and Ray Goff who won the second heat finishing fourth and fifth respectively.

George Roeder, Monroeville, Ohio, polished the five-mile amateur feature off quite handily. Roeder who won the first heat was followed home by another home state rider, Woody Wood (pecker) from Wadsworth, who won the second heat followed by Tex Rorrer from Hanover. Roeder's winning time of 5:14.06 was more than two seconds better than Goldsmith's 5:16.38 in the Huber Memorial.

Ernie Hilaman of Wilmington, Del., had three firsts to his credit during the day as novices were run off in qualifying heats; winning the third and taking his heat race came back to win the novice final by edging Lee Benedict of Conastoga, Pa., who placed behind him twice; second in the qualifying heat and third in the regular heat. Hilaman's time was 5:30.09.

Cardinals Go, Go, Go

The Cardinals MC of Shelby, Ohio, one of the newest clubs in the Buckeye State continue their pace of going places and are really getting around the country seeing all the motorcycle activity they can.

The club enjoyed the trip out to Dodge City, Kansas, for the 75 Mile National Championship Road Race and came back by the way of Arkansas State, stopped to see Norfolk Lake where they had to take the ferry across to get to Cairo, Ill., and then back to Ohio covering 2614 miles, where they stopped over in London, Ohio, Sunday, July 10, for the benefit races.

The club split up into two groups for the July 17 weekend, as one group took in the Windber Gypsy Tour and the other took in the races at Fort Wayne, Ind., and Toledo and Kenton, Ohio.

KLK Spark Plugs Used By Winners In Isle Of Man T.T.

In winning the Isle of Man Senior T.T. motorcycle race at a new record speed of 97.93 MPH, with a record lap at 99.97 MPH, Geoff Duke (Giler) used K.L.G. spark plugs, as did the runner-up, Reg Armstrong, also on a Giler, K.L.G. plugs were used too, by Jack Brett, John Hartle and John Surtees, who won the manufacturers' team prize for Nortons.

Motorcycle Event Chosen

As Community Project

The progressive and foresighted community of Livonia, Mich., has a project under way with youth as its main theme. This project has the whole hearted support of the police, the unions, as well as many business and civic organizations, and its purpose is to build an athletic field for the high school.

A sporting event was felt to be the best means of raising money and the motorcycle clubs are happy to announce a motorcycle race meet was chosen.

This will be an eight-star meet, held September 25, on the half-mile track of the beautiful million-dollar horse-race plant located at Livonia.

The Detroit Area Associated Clubs, a very active and well thought of group, were contacted and given complete charge of putting on this very worth while event. The admission charge is nominal, \$1.00 per person, so all the clubs and members of the community hope to see everyone in the area out giving their fullest support.

FEDERAL EXCISE TAX REPEAL

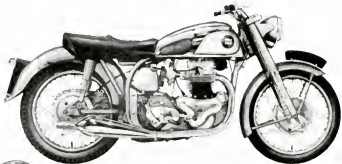
Every motorcycle enthusiast in America will be delighted to learn that new motorcycles, parts, and accessories, shipped by the manufacturer after September 1, 1955 will be tax free. The former Excise Tax of 10% on motorcycles and 8% on parts and accessories will no longer apply. What a wonderful break this is for America's motorcyclists.

This successful tax repeal project was a joint effort during the past seven months by Cushman Motor Works, Inc., Harley-Davidson Motor Co., and Simplex Manufacturing Corp., and also their respective dealers and suppliers.

The AMA is proud of its contribution in this great legislative victory. The AMA contacted every member of the United States Senate and of the House of Representatives urging that American motorcyclists be relieved of excise tax payments.

AMERICAN MOTORCYCLING acknowledges with thanks the wonderful cooperation received from all Congressmen and Senators. Particular gratitude is due to Senator Wiley of Wisconsin, Senator Hruska and Curtis of Nebraska, Senators Long and Ellender of Louisiana, Congressman Reuss of Wisconsin, and Congressman Boggs of Louisiana.

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in the saddle. However, I slept fitfully, as is customary to those who rest confined in a house for a large share of the year, then of a sudden find themselves with the whole heavens for a ceiling.

Desert skies are indeed in a class of their own, and each star stands clearly and distinctly apart. You may watch the big dipper as I did. Its handle pointed to five o'clock when I first noticed. After awaking momentarily, later, the handle had moved to two o'clock. When it reached twelve o'clock the moon had disappeared, and a faint light haloed the tips of the Panamints to herald dawn.

Sunday morning broke clear and warm, and, after breakfast, I packed up and rode a mile to Indian Ranch for a water bag refill and for information as to the whereabouts of Panamint City. I had already observed that desert road signs apparently serve as prime targets for disgruntled hunters, and some had received enough bullet scars to be entirely unreadable.

Water and information were forthcoming, and soon I was backtracking for six miles to a sign pointing to Thompson's camp, ten miles (near the site of Panamint City). I should have forgotten the whole idea and ridden merrily past, but the rancher had assured me that a motorcycle could go in without too much trouble. Later, I was inclined to believe that he must have had in mind a burro.

"Shore it's steep and rough," he said, "and a car can go in part way, but you should have no trouble on that contrapshun."

It took me the rest of the morning to find that I could go in only part way too—in fact, I made just six miles of as rugged a road as I want to attempt with a motorcycle burdened with full camping gear and a windshield. I ended up on a steep pitch with deep gravel.

The road is ungraded, and follows an original stagecoach route up the floor of Surprise Canyon to the once rough and tough Panamint City. Spectacular sheer rock walls rise hundreds of feet on either side where it is claimed that a twenty-foot head of water will rush after a cloudburst among the peaks.

I pondered over the canyon's name. As for me, the greatest surprise came with the discovery of a crystal clear, ice-cold stream flowing beside, across and down the road. That this desolate furnace-like country can produce pure running streams is beyond my simple powers of comprehension.

Another surprise developed when I was hailed by a young man creeping among the boulders wearing a headband with earphones and carrying a small box. I was soon to learn that the hills were full of modern-day week-end prospectors toting



It is said that many early-day settlers perished from drinking poisonous water at this spot in Death Valley.

Geiger counters and searching for uranium.

After a leisurely lunch beside the stream I started back out. The rear tire took a real beating as I braked it over sharp gravel. Sad experience long ago had made me cautious of using the front brake in situations of like nature; so, between low gear and the rear binder my faithful little machine eventually returned me lock, stock and camera to solid road.

It was a great thrill to settle down into fourth cog again and feel the miles tick past. The highway was smooth with only a slight upgrade, and, after a morning of low gear work, an effortless 50 mph gave the sensation of soaring.

The grade grew steeper, and I dropped into third and continued at a good clip to Wildrose where I gassed up.

This is the summer headquarters of the Pacific Coast Borax Company, owners of Furnace Creek Inn and Ranch in Death Valley. The elevation here affords cool relief from the terrific heat of the valley which soars to over 124 degrees in July and August.

Two miles above the Wildrose gas station the road divides. One fork continues north to Death Valley via Emigrant canyon, and the other turns east for nine miles to Mahogany Flat at 8550 feet elevation.

I switched onto the latter, and headed for the old charcoal kilns located a few miles short of Mahogany Flat. Low gear was necessary in places mainly because of the rocky nature of the road combining with a heavy load to require a slow speed.

The kilns were used for making charcoal for nearby mines in the early days, and remain in a perfect state of preservation.

Even near Death Valley the atmosphere at 7000 feet gets cold in early April; so it was with no reluctance that I nosed my cycle towards the floor of Panamint Valley after a quick look-see at these strange beehive shaped structures and a sniff at their strongly flavored and sooty interiors.

Eight miles south of Wildrose I re-

joined the smoothly surfaced road leading to Panamint Springs. The sun was bright, and I reveled in the feel of its warmth against my back.

(Concluded Next Month)

Grand National Champion Point Standing

Again this year the Grand National Championship will be chosen through the accumulation of points received for placing among the first six at any National Race Meet. These points, nine for first place down to one for sixth place are tallied after each national. The more nationals in which an expert participates and the higher he places will keep his name near the top of this Grand Champion list.

- 36 Brad Andres, San Diego, Calif.
- 36 Everett Brashear, Beaumont, Tex.
- 32 Joe Leonard, San Jose, Calif.
- 14 John Gibson, Durate, Calif.
- 12 Don Mutcherson, Kansas City, Mo.
- 11 Paul Goldsmith, St. Clair Shores, Mich.
- 9 Don Tindall, Portland, Ore.
- 8 Ed Fisher, Parkersburg, Pa.
- 8 Charlie West, San Jose, Calif.
- 7 Jimmy Phillips, Pasadena, Calif.
- 7 Richard Clark, Greenville, S. C.
- 7 Bill Meier, San Francisco, Calif.
- 6 Walt Fulton, Towson, Md.
- 5 Warren Sherwood, Cornwall, N. Y.
- 5 Ernie Beckman, Battle Creek, Mich.
- 5 Al Gunter, Monterey Park, Calif.
- 5 Bill Tuman, Rockford, Ill.
- 3 Mike Dottley, Pratt City, Birmingham, Ala.
- 3 Frank Gayoski, W. Portsmouth, Ohio
- 3 Milton Lassiter, Milwaukee, Wis.
- 3 Sid Swan, Cochituate, Mass.
- 3 Lowell Rettinger, Indianapolis, Ind.
- 2 Hugh McAfee, San Francisco, Calif.
- 2 Ted Boyd, Baltimore, Md.
- 2 Colon Simmons, Ft. Atkinson, Wis.
- 2 Dick Mann, Richmond, Calif.
- 1 Tommy McDermott, Norfolk, Va.
- 1 Johnny Hood, Trenton, N. J.
- 1 Ed Kretz, Monterey Park, Calif.
- 1 Buck Brigrance, Charlotte, N. C.
- 1 Ed Kretz, Jr., Monterey Park, Calif.
- 1 Don Butterfield, Jefferson, Wis.
- 1 Troy Georgeson, Harlowtown, Mont.

Film Lost? Anybody Find?

Richard Gariepy, while attending the 35th Annual New England Gypsy Tour and 100 Mile National Road Races at Laconia, N. H. in June, lost an 8mm Kodachrome of 25 feet of double Exposed Daylight-type movie film. If perchance anyone found it and is looking for its owner it can be forwarded to Sales Training International, 123 South Street, Barre, Mass. Richard will be glad to reimburse you for any expenses.

Lambretta Scooters Opens New Showroom

The opening of a new showroom and exhibit area for Lambretta motor scooters has been announced by the Innocenti Corporation, national sales representative and importers for the Italian-made automotive vehicle.

Located at 40 West 62nd Street, New York City, the showroom will display the complete line of Lambrettas for both personal and commercial use.

A parts and service division has also been added and will be located at the same address.

The Lambretta motor scooter is manufactured in Milan by Innocenti, S.G., makers of heavy industrial and machine tools.

Buddy Gilderhus Sweepstakes Winner At Hidden Lake Trials

Buddy Gilderhus of Minneapolis, Minn., was top rider at the Gopher State MC's trials held at Hidden Lake. Buddy who picked up the title as "Sweepstakes Winner" rode a Triumph Trophy over the ticklish course, much of which was laid out on slippery grass, for the meet's top score of 970 points.



Hidden Lake Trials' trophy and medal winners.

Other winners in the various classes were Johnny Dickenson who took the lightweight class trophy on a Triumph Tiger Cub with 949 points; Bob Patterson grabbed the middleweight trophy with 915 points on a Triumph Thunderbird while George Willis did a flashy job on a Harley-Davidson 74 complete with full road dress as he topped the heavyweight prize with 915 points, with smooth tires at that!

Tighter Drill Team Rules

Tightening of rules for motorcycle drill team championship competition at the 1955 national convention of The American Legion in Miami has been announced. Capt. Newton A. Clark of the Miami police motorcycle division and chairman of the special events committee, said stricter inspections are slated for personnel, uniforms, equipment and motorcycles.

This year's national contest will be run off Monday afternoon, Oct. 10, at the Miami Stadium.

"Title competition will be limited to precision wheeling," he said. "Acrobatic teams, however, can appear in exhibition."

Trophies have been assured by the City of Miami and the Miami Convention Corporation.

The Fort Worth (Texas) Police Post of the American Legion, first to enter this year's contest, sent its challenge to Miami by special courier. Carried by Liaison Officer Clifton K. Hawley, it was accepted by Miami police riders to become the second entrant.

The Texans were runners-up to Oakland, Calif., Legionnaire police last year at Washington, D. C. So far, Capt. Clark said the Pacific Coast defending champion has yet to be heard from.

The Miami police team will be host to visiting contestants at an "open house" at Miami Police Benevolent Association headquarters.

Rules and other information can be obtained from Capt. Clark at Miami Convention Corporation Headquarters, P. O. Box 2830, Miami, or at the motorcycle division, Miami Police Department.

Capt. Clark said AMA officials may assist in judging.

Pony Express Active As The Old West Days

After three years as an AMA Club the Pony Express Riders of St. Joseph, Mo., is becoming quite an active group. They boast over 50 active members, including three Motor-Maids. Many of the members are becoming interested in competitive local events.

Hosts at the District Gypsy Tour this year, the club was happy to see over 200 cyclists attend the Saturday night dance. It was an inspiring sight to see those same cyclists at the religious services on Sunday morning at a local drive-in theater. After a tour of St. Joseph's beautiful boulevard system the group rode to the field meet south of the city where a real mudfest was encountered before the meet was concluded, but the battle went on despite the deluge of rain, proving their love for cycle riding is like nothing else in the world.

Bob Brewer of Kansas City won the high-point AMA trophy and Billie Ruth Babcock of St. Joseph, a Motor-Maid, won the girls' high-point AMA trophy. Billie was elected recently to the job of publicity director for the club and she says if there are any clubs or dealers in that area not receiving mail from their club notify her at 621 N. 9th, St. Joseph, Mo.

Last month was their first hillclimb that attracted 25 entries, with only 9 of them going over the top. Contestants were enthusiastic about the climb and are eager for another one.



NEW GERMAN TWIN — The new 250-SS Adler was flown to this country in time to make its debut at Dodge City. The 15 cu. in. alternate firing twin will be exhibited and demonstrated throughout the country at race meets by Roy Milroy, sales manager for Bill Frick Motors, Adler distributors.

Cleveland Cyclists Help Find Missing Youngster

For the second time this year motorcyclists made front page publicity in the search for missing youngsters and both times have ended the search by finding the missing tots.

Two stories and pictures that covered nearly half the front and second pages of the Monday, July 25th edition of The Cleveland Press by staff writers Dan Berger and Bob Modic told of the happy ending to a near tragic episode and how members of the Chardon Motorcycle Club of Cleveland joined in the hunt and found the missing three-year-old Jerry Koerner. Over one thousand persons searched the inky-black park of North Chagrin Reservation full of rugged gullies and hills where the child had wandered from a picnic party.

Al Foster, who had been watching a late television program, had heard the news bulletin just before the station signed off, and he had gone to bed. It bothered him while he lay in bed, and finally he jumped out and called five other members of the Chardon Motorcycle Club to join the search. Along with Foster was Glen Frost, Walter Lewis, Bill Spears, Bill Hill, and Tom Stone.

In searching along a slope of a ravine about 30 feet deep, that someone said had been searched already, they caught in the beam of one of their flashlights what more than a thousand pair of eyes had been seeking. The little fellow who lay face down, fast asleep, alongside a tree began to cry when he was awakened by Stone who yelled "I found him."

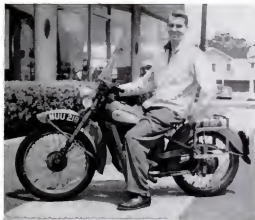
First thing he wanted was his "mama." The tiny cause of all the excitement was returned safely by the motorcyclists to his grief stricken parents and had his own wish fulfilled before being bathed and put into a soft bed: a glass of milk and some of grandma's Kuchen.



This is part of the Ben Hur Motor Patrol, Austin, Texas, Shrine Temple, whose drill team won the beautiful trophy given at the all-state meet in Galveston this year. Left to right are: M. Z. Collins, Dale Garner, Gene McCullough, W. L. James, Jr., W. L. James, Sr., Norman L. Smith, William A. Kanetzky, E. E. Stussy, George A. Kennedy, Jack Richardson, P. R. James, and G. H. Wilson.



Mid-Nite Riders' referee Richard Herbster (photo on left) presents Melba Wagner with the high-point trophy for the ladies' division. Center: After the club was presented the 1954 safety award, club mascot Stella Louise Reitz posed with it for all to see. Stella is known as "The Sidcar Kid." On right; President Robert Wagner presents high-point trophies to these field meet winners, R. Reed, B. Brooks, and E. Armstrong.



10,000 miles on a BSA Bantam! Eric Madsen of Irvington, N. J., purchased the Bantam in London in '54 — toured Europe, then worked his way back home via freighter and has since put on many more miles.

Views

IN THE NEWS



Billy Haast from Miami, Fla., receives the trophy for the Florida State Championship TT race held at Sarasota. The presentation was made by pretty Donna Davies also of Miami. Billy who is an amateur defeated an excellent field including many top riders.



Alfred Bondy, representing Butler & Smith, NSU motorcycle importers, presents Rolf Illaley of California with the first of a series of annual awards. The NSU plaque will be awarded every year to the rider who has made the most outstanding contributions to the sport of motorcycling.



This exhibit was on display at the Clark County Fairgrounds during the Sports and Hobby Show late this spring. Back of the counter are John Good and Leonard Wilson, the next man was unidentified and on the right is Dan Neher.



The Lebanon Valley MC's first reliability run was won by Marvin Sawyer, left and second place went to Orlando Shalley, right. Josephine Sawyer, not shown, was winner of the passenger trophy.

LOTS OF MOTORCYCLE KNOW-HOW!

These are many of the 513 employees of the Harley-Davidson Motor Co., Milwaukee, Wis., who have been with the company 25 or more years. The occasion was the presenting of service awards to 32 new members. In the foreground are Walter C. Davidson, secretary; Gordon M. Davidson, vice president; and William H. Davidson, president.



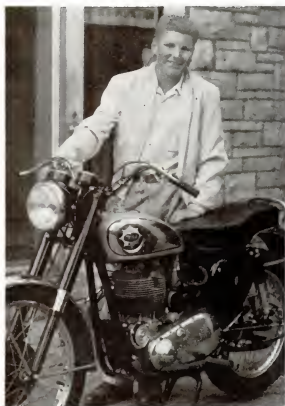
Lyle Wilkins of Winchester, Va., sports three trophies won at the Monument MC Sportsman hillclimb. They represent a first, second and third in the B-1,000 class.

Allen Davis of Flint, Mich., is high-point man with five straight wins on the quarter-mile dirt track of Flint. These races are held each Saturday night. O. W. Hawkins, left, is well pleased with the results of the Hawkins-tuned Triumph.





Chris Kramer, 11-year-old from Wichita, Kansas, on his NSU Fox that he brought home sweepstake winner and 100cc Class winner at the Dodge City Economy Contest. His mileage was 52 miles on a quart of gas. Chris was also winner of the youngest rider contest.



Douglas Them takes delivery of a BSA Gold Star from Vic Pannetti, BSA dealer in Milwaukee, Wis. Douglas is sixteen years old, has a rural newspaper route, and is quite an enthusiast having owned four other bikes.



Harley-Davidson's sales "aces" are gathered at a recent sales convention to see and hear about the new 1958 models. Joe Kilbert, third from right, in front, is sales manager and emceed the affair. In the background is a display of the very latest in Harley-Davidson accessories.



Winners at the Trials Event held at Johnston, R. I. were left to right: Glenn Minnich, Ted Hodgdon, Jr., Dick Hanman, Ralph Razeo, BSA dealer from E. Greenwich, R. I., and Charles Simon. All were BSA mounted.



Never realized there were so many old-time motorcycles around but the Antique Motorcycle Club has sure brought them to light. This 1914 Indian (Presto Lites), is in running condition, and is owned by H. R. McMillian of Pittsburgh, Pa.

Bower City Provides Plenty Of Competition With Triple Header

The Bower City Motorcycle Club of Janesville, Wis., held the largest event in their club's history last month when they ran a field meet, a scrambles, and a TT race all in the same day.

The events started at 10:00 A.M. and were run off smoothly with a field of 70 riders competing in the three events. Many riders acclaimed it as being the greatest event in which they have ever competed. Plans are in the making to make it an annual event and next year it should be better than ever.

The grand champion of the day was Dick Courtney of Hubertus, Wis. Dick didn't take a first place in any event but took so many seconds and thirds that he was grand champ of the whole day. Fifteen trophies were awarded to the winners.

FIELD MEET

Popper Class	
1. E. L. Patterson	Tri.
2. Dick Courtney	Amb.
3. Phil Fenning	Puc.
Open	
1. Herb Hollister	Tri.
2. Hermie Meyer	H-D
3. Lee Bulgria	Tri.

SCRAMBLES

Popper Class	
1. F. W. Shackelford	Tri.
2. Dick Courtney	Amb.
3. Phil Resch	Dot
Open	
1. Lee Bulgria	Tri.
2. Cliff Miller	Tri.
3. Ted Schwartz	H-D

TT RACE

Popper Class	
1. William Gruetzman	Tri.
2. Jim Walter	Tri.
3. Dick Courtney	Amb.
Open	
1. Cliff Miller	Tri.
2. Ron Colward	Tri.
3. Bob Dunn	H-D

TWN "CORNET" With Electric Starter

Marvin H. Newton, President of General Merchandise Co., Inc., 170th Fifth Avenue, New York City, Sole Agents for TWN motorcycles announces that the famous TWN-"CORNET" 200cc. motorcycle is available with electric starter.

This new model is an attractive addition to all other TWN motorcycles, as "BOSS" 350cc., BDG 250cc. with hydraulic brakes, BDG 125cc. and the "Contessa" scooter.

Canadian AMA Members Visit National Headquarters

Some very nice people from across our northern border by the name of Theodore and Joan Hamlin and other cyclists with them from Cap de la Madeleine, Quebec, Canada, were recent visitors at the American Motorcycle Association Headquarters.

The visitors vacationing on motorcycles paid the AMA a visit for the first time and picked up some Muffler Mike decals before leaving for Cincinnati to spend their vacation.

Another fine group of Canadian AMA members to visit the National Headquarters while vacationing from Montreal were: Eddy and Jacqueline Blais, Jean Constantin,



Trophy winners of the events held at Thunder Valley recently are, left to right: Jim Walter and R. L. Patterson of Janesville, William Gruetzman of Whitewater, Hermie Meyer of Elgin, F. W. Shackelford of Janesville, Herb Hollister of Elgin, Lee Bulgria of Racine, Dick Courtney of Hubertus, Cliff Miller of Racine and Ron Colward of Fond du Lac.

Gaston Lavigne, and Frank Brazauskas who was a visitor earlier in the year.

This group on their way back to Montreal after a tour through the Harley-Davidson factory at Milwaukee, had just completed 3,000 miles and had lots to tell about the fun they'd had while vacationing here in the States.

With Old Sol Out Of Business Tompkins Wins Muddy Scrambles

The Muscatine, Iowa MC ran into some stiff competition for their Scrambles event when the night before Old Jue put in his appearance and made it impossible to even reach the track, let alone ride. The event nearly had to be called off due to a real quagmire between the hard road and the course.

Although it was impossible to get cars and trailers into the parking area the riders would not be denied the chance of riding and pushed their bikes to the track where they sloshed and slithered in practice until the track was fast and tacky, leaving a few mud holes to make things more interesting during the races.

Several tractors were rounded up to pull the ambulance, sound truck and concession supplies to the track while some 500 fans parked along the road until the way to the parking area was graded.

Once things got going the fans saw plenty of fast and close competition that provided more thrills and excitement than they had seen in a long time. Phil Schooley of Davenport gave the fans plenty to cheer about when he showed up with a 1931 Harley-Davidson and gave the boys with the newer machines a fit, by taking second place in his class final, and coming back to put up the only fight in the Grand final in a see-saw battle for third with Warren Poole of Muscatine on a Harley-Davidson KH. The two passed and repassed until the last lap when Schooley slid out on a turn and Poole went on to finish third.

While these boys were battling for third, Roger Tompkins of Muscatine who had had his way all day, winning every event by putting his dirt track experience to good

advantage went on to win the grand final riding a Triumph T-110, as Jerry Smith of Fremont on a Matchless pressed him all the way for second.

Results Muscatine Scrambles

Grand Final Event	
1. Roger Tompkins, Muscatine, Ia.	TRI
2. Jerry Smith, Fremont Ia.	MAT
3. Warren Poole, Muscatine, Ia.	H-D
4. Phil Schooley, Davenport, Ia.	H-D
5. Ken Cadrin, Des Moines, Ia.	TRI
6. Claude Pollock, Vinton, Ia.	H-D
Open Class Final	
1. Roger Tompkins, Muscatine, Ia.	TRI
2. Warren Poole, Muscatine, Ia.	IND
3. Roger Dolan, Cedar Rapids	H-D
Midweight Final	
1. Jerry Smith, Fremont, Ia.	MAT
2. Phil Schooley, Davenport, Ia.	H-D
3. Larry Strubbe, Waterloo, Ia.	IND
Lightweight Final	
1. Ken Goodwin, Des Moines	TRI
2. Claude Pollock, Vinton, Ia.	H-D
3. Jerry Templeman, Muscatine, Ia.	H-D

Plan now to attend the
7TH ANNUAL

Legion-Arrow

1/2 Mile
7★ RACE MEET

(Open to all riders—\$1800.00)

Plus the

OHIO STATE

CHAMPIONSHIP

(Ohio Experts Only—\$400.00)

Sun. Sept. 18

Ohio State Fairgrounds
Columbus, Ohio

10 Events—Total Purse \$2200.00

Entries close Monday, September 12

No entries will be accepted if postmarked after midnight, September 12

Regular admission \$1.50, Advance ticket sales prior to September 12, \$1.00.

RIDERS ATTENTION: Send to Race Chairman, Camp Chase Post, P.O. Box 817, Columbus 4, Ohio for entry blanks, advance ticket sales, or any other information.

Sponsored by Camp Chase Post, No. 98, American Legion, and Golden Arrow Motorcycle Club, Inc.

A Problem Common To Many

MANY club's pathfinders when laying out an endurance run according to reports received in the past from the newer riders and many of the older and top-notch riders, are getting away from today's modern tradition and real significance — sport and ability.

Now that the summer is drawing to a close and the traditional months of endurance run competition is practically here upon us, there is something we would like to suggest — and we believe that there is no more appropriate time than right now.

When laying out an endurance run did you ever stop and ask yourself a few simple questions like these: "Is this sport? Is this honestly fair to ALL the riders, or is it a run that MAYBE some of the more experienced riders can ride and finish? Is it a good safe run? Does the beginner have a chance? Or is it a run that the "luckiest" rider will win?

However Webster might define the word "endurance," it is certainly not the meaning many take it to be for this wonderful sporting event of ours when it comes to endurance runs. Many seem to have different opinions when it comes to defining

many things in everyday life, but we'll go along with the majority of riders in the belief that endurance runs were started for motorcycling for the sport of it and to test the rider's ability by giving every rider a fair crack at winning.

However, no enduro rider expects to start out on a run and not find it tough to endure. And by the same token he certainly doesn't expect to tolerate such things as finding himself suddenly having to plunge into water up around his gas tank; or into impossible, fork-bending V-ditches that are 15 to 20 feet deep; or over frame, wheel bending and crankcase busting boulders, just to give enduro spectators a thrill or from just the sheer folly of trying to separate the men from the boys.

Runs of this type deprive the rider the fun of motorcycling that he actually paid for when he paid his entry fee. Not only to the extent of it being impossible, but to the extent of where he may not have the money to have his machine repaired for several weeks as a result of tearing it up.

All this may sound strange on the surface, but it makes good business sense too, from the standpoint of the success of your club on any future event. This is a very important relationship between the rider and club because the next time you may suffer, from the lack of their support. This kind of news spreads like wild fire!

Certainly such runs should be difficult, that adds to the competitive spirit. We suggest long stretches of mud, sand, dense woods, trails, etc. that go to make a difficult run and still keep the sporting spirit alive.

It's certainly the spirit of the sport and a wonderful feeling for the club and the pathfinders when the riders "pass the praise" after riding a well-planned run where they all got a fair shake, and knowing they'll be back to support your next event.

So let's not put the riders on a one-way street with "uncertainty" runs. When laying out a run ask yourself, "Is this sport?" And "Is this honestly fair to the riders and their bikes?" Make them fun all the more exhilarating, because when you fill their heart with gladness they'll pass it on! And you'll be glad you did.

Wisconsin Dealers Hold Successful Two-Day Rally

Midwestern motorcyclists gathered at Wausau, Wisconsin, for two days of motorcycling fun sponsored by the Wisconsin Dealers Association. The gypsy tour was held over the July Fourth holiday.

Nearly 100 riders competed in the games held Saturday afternoon while hundreds of



Jim Walter, Wisconsin Gypsy Tour sweepstakes winner.

others watched from the sidelines to cheer their favorites on in the backward push, shoe scramble, slow race, piggy back ride, drag races, obstacle race, and a lightweight race on the quarter-mile track. Sweepstakes winner was Janesville rider, Jim Walter riding a Triumph Terrier.

A dance was held Saturday night and a gypsy tour Sunday morning to scenic Rib Mountain State Park. In the afternoon a four star race in conjunction with the rally was sponsored by the Wausau Junior Chamber of Commerce. Winners of the finals were as follows:

Novice Final	
1. Bob Speer	H-D
2. Dave Becker	TRI
3. Gordon Kasken	H-D
Amateur Final	
1. Ralliegh Mohr	H-D
2. Joe Whitley	IND
3. Rudy Klees	IND
Expert Final	
1. Al Burquist	IND
2. Milton Lossiter	TRI
3. Bob Paladeno	H-D

Outstanding Clubs Of The Month

Black Hills Cycle Club,
Rapid City, S. D.

Chardon MC,
Cleveland, Ohio

Cross Island MC,
New York, N. Y.

Forsyth County MC,
Winston-Salem, N. C.

Houston Hornets MC,
Houston, Tex.

Huron Valley Nigh Hawks MC,
Ann Arbor, Mich.

Knights of the Road MC,
Detroit, Mich.

Pony Express Riders MC,
St. Joseph, Mo.

San Francisco MC,
San Francisco, Calif.

Sunrise MC,
Ft. Pierce, Fla.

MISSOURI STATE TT CHAMPIONSHIP

FIVE-STAR TT RACE
SEPT. 25, 1955

AMA sanctioned Sponsored by
ST. LOUIS MOTORCYCLE CLUB, INC.

RIVERDALE SPEEDWAY

Take Telegraph Road South to
Meremac River, St. Louis, Mo.

Trophy to be awarded for Long Distant
Motor Maid — Long Distant Club (on
motorcycles) — Best Dressed Club.

GRANDSTANDS and REFRESHMENTS

DON'T FORGET

Bill McKay, presents

The only National Championship Race in
Southern California for 1955. Plan that late
vacation to be with us.

OCTOBER 9, 1955

125 MILE NATIONAL
CHAMPIONSHIP RACE

At Torrey Pines, Calif.

Just North of San Diego, Calif.

Plenty of things to do in Long Beach and
it's just a little bike ride over the border
into old Mexico.

Sponsored by

The HARLEY-DAVIDSON

DEALERS ASSN. of

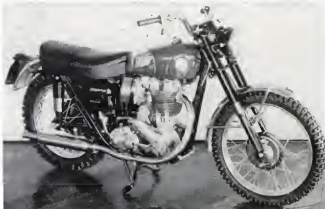
Southern California, Inc.

The Ariel "Scrambler"

Popular among motorcycle sports enthusiasts is this ruggedly built and highly finished Ariel "Scrambler"—one of the very few 500cc singles available with "full house" competition equipment and specifications.

This alloy single boasts many outstanding features: Aluminum alloy cylinder barrel with iron liner and cylinder head with valve seat inserts, Amal TT racing carburetor, sports-type camshaft, polished inlet and exhaust ports, flywheels connecting rod and rockers, high compression (9-1) piston, special scrambles gear ratios, sports tread tires, heavy double tube frame with swinging arm rear suspension. Quickly detachable lighting set, brilliant red, chrome panelled tank, chromed exhaust system, handlebars, levers, and many other parts. Chrome plated steel sports fenders, exterior of engine and gearbox cover all highly polished.

These specifications may vary between Eastern and Western U.S.A. models.



Ariel Scramblers are now available through Ariel dealers from coast to coast. Distribution is through (Eastern U.S.A.) BSA Incorporated, 639 Passaic Ave., Nutley, N. J., and (Western U.S.A.) Johnson Motors, 267 Colorado St., Pasadena, Calif.

OFFICIAL AMA Sanction Schedule

NATIONAL CHAMPIONSHIPS

Sept. 3 — 7 Mile National Championship Dirt Track Race

Event to be held on the Minnesota State Fairgrounds half-mile track in St. Paul, Minn. Entry blanks may be obtained from Minnesota State Fair, D. K. Baldwin, Secretary, St. Paul, Minn.
ENTRIES CLOSED AUGUST 26

Sept. 3-4 — 100 Mile National Championship Speedway Race

Mile speedway event at Langhorne, Pa., located on US Route 1 between Philadelphia, Pa., and Trenton, N. J. The largest and greatest field of entries ever to grace this oval is anticipated for this year's event. Entry blanks may be obtained from Freed and Gerber P.O. 202, Langhorne, Pa., or the AMA.
ENTRIES CLOSE AUGUST 23

Sept. 4-5 — 500 Mile National Championship Endurance Run — Jack Pine

The Jack Pine, oldest of all enduros will be run this year for the 29th time. It starts at Lansing, Mich., and is divided between Sunday and Labor Day with a night control at West Branch. This year an entry deadline has been set. The date is August 25th or 400 entries, whichever comes first. There is a fine banquet held on Saturday night prior to the run but get your reservations in early or you'll miss the fun. Entry blanks from the Lansing Motorcycle Club, P.O. Box 1293, Lansing, Mich.
ENTRIES CLOSE AUGUST 25 OR AT 400 ENTRIES

Sept. 5 — Pikes Peak Grand Prix

This event will be held on the Pikes Peak Highway at Colorado Springs, Colo. Entry blanks may be obtained from sponsor the Pikes Peak Hillclimb Assn.

Sept. 11 — 45 And 80 Cubic Inch National Championship TT Races

For the ninth consecutive year the Peoria MC, Peoria, Ill., will be host to this event on their half-mile course. Located six miles west of Peoria on State Route 116, it is so situated that spectators can see from any vantage point. Entry blanks from either the Peoria Motorcycle Club, 1212 S. Jefferson Ave., Peoria, Ill., or the AMA.
ENTRIES CLOSE SEPT. 3

Sept. 18 — Class A National Championship Hillclimb

Event to be held at Laconia, New Hampshire and sponsored by the New England Dealers Association. All eligible riders will be notified by the AMA.

Oct. 9 — 125 Mile National Championship Road Race

Event to be held at Torrey Pines, Calif., just north of San Diego. Besides the national championship race there are plenty of things to do and see in San Diego and it's just a little bike ride over the border into old Mexico. Sponsored by the Southern California Harley-Davidson Dealers Assn. and entry blanks are available from either Cliff Onan, 16911 Strathern Ave., Van Nuys, Calif., or the AMA.

Jan. 1956 — National Championship Cross Country Run

This event is being sponsored by the Orange County Motorcycle Club, Trask and Newhope Streets, Garden Grove, Calif. Entries may be obtained from the sponsors.

GYPSY TOURS

DATE	DISTRICT	SPONSORS	LOCATION
SEPT. 4	Gulf States	Gulf States Dealers Assn.	Lake Charles, La.
SEPT. 17-18	Georgia	Middle Georgia M/C	Macon, Georgia

RACE MEETS

SEPTEMBER	WHERE HELD
3 (NOVICES ONLY WHO HAVE SCORED 20 OR MORE POINTS)	
Langhorne Speedway, c/o Al Walters,	Langhorne
RD #1, Dillsburg, Pa.	
4-24 R. Lavley, c/o 1405 S. Shartel,	Oklahoma City, Okla.
Southard & Anderson, 814 Grant St., Springfield, Ohio	London
4-34 Lauby Riders MC, 1705 Roddis Ave., L.B. 40, Marshfield, Wisc.	
5-24 Cedar Rapids MC, 182 22nd Ave., SW, Cedar Rapids, Ia.	Xenia
5-34 Rolling Wheels MC, R.R. #23, Xenia, Ohio	
5-54 Rib Mt. Riders MC, 823 S. Tenth Ave., Wausau, Wisc.	
5-34 Maywood Mustangs MC, 2028 S. Eighth Ave., Maywood, Ill.	
5-74 South Dakota State Fair,	
c/o 1821 Riverdale, Minneapolis, Minn.	Huron, N. D.
5-14 (Mc Track) Cumberland MC,	Nashville
1622 Church St., Nashville, Tenn.	
6-6 Nebraska State Fair,	
c/o 1902 S. 36th Terrace, Kansas City, Kans.	Lincoln, Nebr.
11-34 Valley Sports, Inc.,	Salem
835 SW Fairway Drive, Portland, Ore.	Clovis
11-24 Don Basile, 6229 West 8th Place, Los Angeles, Calif.	
11-34 LaPorte Ramblers, 123 Pine Lake, LaPorte, Ind.	LaPorte
11-34 Onabag Riders MC, P. O. Box 75, Monson, Mass.	Stafford Spgs.
11-34 Williams Grove Speedway, c/o Al Walters,	Williams Grove
RD #21, Dillsburg, Pa.	
11-34 Valli Enterprises, Inc.,	Lawrenceburg, Indiana
3021 Temple Ave., Cincinnati, Ohio	
16-34 Golden Strip Speedway, c/o Lee Smith	Fountain Inn, S. C.
Box 816, Charlotte, N. C.	
17-34 (Night) Dayton MC Auxiliary,	Dayton
50 Vermont Ave., Dayton, Ohio	
18-34 (SE Champ) Asheville-Weaverville Speedway,	Asheville
Asheville, N. C.	

RACE MEETS

- 18-17* (Includes Ohio Champ) Legion-Arrow,
18-17* 1874 Woodland, Columbus, Ohio Columbus
18-17* Houston Hornets MC, 1501 Fannin St., Houston, Tex. Houston
18-17* Salinas Ramblers MC, 417 N. Main St., Salinas, Calif. Salinas
18-17* Kings County MC, P.O. Box 18, Hanford, Calif. Kings County
18-17* Emile Jacques, 31 Chestnut St., Lewistown, Me. Lewistown
25-36 Richmond MC, 2226 Chamberlayne Ave., Richmond, Va. Richmond
25-36 Treaty City MC, 212 Twelfth St., Greenville, Ohio New Bremen
25-36 Flying Hooters MC, c/o Tephla Hensley, Greenville, Ohio
R.R. #10, Bloomington, Ind. Bloomington
25-36 Detroit Area Associated, Ind. Detroit
543 Somerset Ave., Detroit, Mich. Livonia

OCTOBER

- 2-36 Valley MC, R.F.D. #1, Winchester, Va. Winchester
2-36 Fort Wayne Free Press, 1722 Maumet St., Fort Wayne, Ind. Fort Wayne
2-36 Panther City MC, 1401 Commerce St., Ft. Worth, Tex. Ft. Worth
2-36 Quabog Riders MC, P.O. Box 7, Monson, Mass. Stafford Spgs.
2-36 Williams Grove Speedway, c/o Al Walters, Williams Grove
RD #1, Dillsburg, Pa. Williams Grove
2-36 Valli Enterprises, Inc. 301 Temple Ave., Cincinnati, Ohio Lawrenceburg, Indiana
15-36 (N & S Carolina Champ) Carolina Promoters, 202 E. Charlotte, Sumter, S.C. Sumter
2-36 Salinas Ramblers MC, 417 N. Main St., Salinas, Calif. Salinas

SHORT TRACK RACE MEETS

SEPTEMBER

- 3-28 N. O. Wright, 1424 W. Rosedale, Fort Worth, Tex. Fort Worth
2-28 (Night) Delshire Valley MC, 612 Tyler St., Burlington, N. J. Juliustown
4-28 Central Labor Union, 919 N. Beach, Daytona Beach, Fla. Daytona Beach
10-36 Bruton Smith Enterprises, Box 8146, Charlotte, N.C. Rock Hill, S.C.
17-36 (Night) Kirtley Builders, c/o Box 8146, Charlotte, N.C. Gastonia

T. T. RACE MEETS

SEPTEMBER

- 2-36 (Night) Belmont Speedway, 1007 76th Ave., Oakland, Calif. Belmont
4-36 Ottumwa Aces MC, 410 Richmond Ave., Ottumwa, Ia. Ottumwa
4-36 (State Champ) Walsala Cannon Ball MC, 443 Hutchins St., Wabash, Ind. Wabash
10-36 (Night) Belmont Speedway, 1007 76th Ave., Oakland, Calif. Belmont
11-36 Jolly Rogers MC, 2810 S. 142nd St., Seattle, Wash. Seattle
17-36 (Night) Belmont Speedway, 1007 76th Ave., Oakland, Calif. Belmont
24-36 (Night) Belmont Speedway, 1007 76th Ave., Oakland, Calif. Belmont
4-36 Gators MC, 6201 Mohr Ave., Highway, Pensacola, Fla. Pensacola
25-36 St. Louis MC, 3628 S. Broadway, St. Louis, Mo. St. Louis

OCTOBER

- 16-36 Winchester MC, RFD #2, Winchester, Va. Winchester
9-36 NE Ohio Harley-Davidson Dealers Assn., 519 Market St., Youngstown, Ohio Akron, Ohio Airport

CLASS A HILLCLIMBS

SEPTEMBER

- 11-36 Kodak City MC, 67 Grigg St., Rochester, N. Y. Rochester
11-36 Census Lake Riders MC, c/o Earl Tuttle, Lima, N. Y. Lima

SPORTSMAN HILLCLIMBS

SEPTEMBER

- 11 Lucky Lancers MC, S. McKinley St., Lancaster, Wis. Lancaster
18 Greater Pittsburgh MC, 1118 Hope Hollow Rd., Carnegie, Pa. Pittsburgh
18 Monument Riders MC, Box 1070, Washington, D.C. Washington
25 Silver Eagle MC, Box 146, Pleasant Prairie, Wis. Pleasant Prairie
25 Happy-Go-Lucky MC, RFD #43, Hickman Mills, Mo. Hickman Mills

OCTOBER

- 2 Pony Express Riders MC, 2204 S. 17th St., Joseph, Mo. Joseph
9 National Capital MC, 1505 Plaza Pl., Rockville, Md. Rockville
9 St. Paul Escorts MC, 277 W. 7th St., Paul, Minn. Paul
16 Lancaster MC, 933 Washington, Lancaster, Ohio Lancaster

SPORTSMAN LIGHTWEIGHT RACE MEETS

SEPTEMBER

- 11 Pagoda MC, 125 N. Front St., Reading, Pa. Reading
18 Penna Pistonoppers MC, Box 88, Thorndale, Pa. Thorndale
36 Pottstown MC, Assn., 44 High St., Pottstown, Pa. Pottstown

ENDURANCE RUNS

SEPTEMBER

- 4 (Southwest Champ) Gophers MC, 315 E. Lamson St., Santa Antonio, Tex. Santa Antonio
4 Olympia MC, Route #1, Box 383, Olympia, Wash. Olympia
4 Vancouver Hornets MC, Route #1, Box 2558, Vancouver, Wash. Vancouver
5 Vancouver Hornets MC, Route #1, Box 2558, Vancouver, Wash. Vancouver
11 Milford Riders MC, 1161 Boston Post Rd., Milford, Conn. Milford
11 Beer City Riders MC, 5259-A North 31st St., Milwaukee, Wis. Milwaukee
11 Motor Jockers MC, 312 S. 15th St., Belleville, Ill. Belleville
11 Throttle Twisters MC, 1101 N. Main St., Delphos, Ohio Delphos
11 Racine MC, 2018 Lathrop Ave., Racine, Wis. Racine
11 Belleville Bolsters MC, 312 S. 15th St., Belleville, Ill. Belleville
11 Northern Eagles MC, 681 Lowry N.E., Minneapolis, Minn. Minneapolis
11 Iowa H.D. Dealers Assn., 630 Center Point Rd., Cedar Rapids, Ia. Cedar Rapids
11 Iowa H.D. Dealers Assn., 630 Center Point Rd., Cedar Rapids, Ia. Cedar Rapids
11 Mud Dobbers MC, RFD #2, Lafayette, Ohio Lafayette
25 Plymouth Black Hawks MC, RFD #4, Box 305, Plymouth, Ind. Plymouth
25 Variety Riders MC, 2018 Lathrop Ave., Racine, Wis. Racine
25 Spinning Wheel MC, 402 School St., Joplin, Mo. Joplin
25 Grays MC, 1923 4th Ave., S., Minneapolis, Minn. Minneapolis
25 Prairie Puns MC, 312 S. 15th St., Hutchinson, Kans. Hutchinson
25 (State Champ) The Mighty Mites MC, 2208 E. Mulberry St., Sioux Falls, S.D. Sioux Falls
25 Riverside Bombers MC, RFD #25, Box 6-B, Riverside, Calif. Riverside

OCTOBER

- 2 Tri-State Riders MC, c/o British MC Sales, Hooisick Falls, N. Y. Hooisick Falls
2 Fair Weather Riders MC, 1419 N. Rochester, N. Y. Rochester
2 Philadelphia Sport Riders MC, 3109 N. Broad St., Philadelphia, Pa. Philadelphia
2 Lima MC, R.R. #46, Lima, Ohio Lima

WHERE HELD

- 2 Two-Tired MC, 730 Cleveland St., Elyria, Ohio Elyria
2 Riding Tigers MC, 3628 N. 24th St., Milwaukee, Wis. Milwaukee
2 H.D. Dealers Assn., 122 So. Jefferson, Peoria, Ill. Peoria
2 Gopher State MC, 1821 Riverside Ave., Minneapolis, Minn. Minneapolis
2 Peoria Valley Thunderbirds MC, 1805 SE Main St., Roswell, N. M. Roswell
9 Athens MC, Box 59, Athens, Ohio Athens
9 Pioneer Valley MC, 45 Forest St., East Hartford, Conn. East Hartford
9 Hornell MC, 2 Taylor St., Hornell, N. Y. Hornell
9 (State Championship) Endless Riders MC, Assn., Box 88, Cedarville, Ohio Cedarville
9 Roseville Riders MC, P.O. Box 81, Roseville, Mich. Roseville
9 Gear Jammers MC, 5704 W. Bernice Ave., Chicago, Ill. Chicago
9 Galesburg MC, 55 S. Chambers St., Galesburg, Mo. Galesburg
9 Rock River Riders MC, 308 E. Seventh St., Rock Falls, Ill. Rock Falls
9 Lucky Ramblers MC, P.O. Box 38, Brookfield, Mo. Brookfield
9 (State Champ) Missouri Riders MC, P.O. Box 497, Arsenal St., St. Louis, Mo. St. Louis
9 (State Champ) Webster City MC, 718 Des Moines St., Webster City, Ia. Webster City
9 Flying 13 MC, 6841 SE Brehaut St., Portland, Ore. Portland
9 Rhody Riders MC, 51 Empire St., Providence, R. I. Providence
9 (State Champ) Spine Riders MC, 301 W. Jackson St., Paris, Ill. Paris
9 Depot Hill Rd., RFD #1, Port Crane, N. Y. Port Crane
9 Meteor MC, 719 Market St., Mt. Ephraim, N. J. Mt. Ephraim
9 Silver Spokes MC, 377 Shelton Rd., Eastlake, Ohio Eastlake
9 Rose City Ramblers MC, 417 Francis St., Jackson, Mich. Jackson
9 Skokie Valley Riders MC, 28th & Greenbay Rd., Zion, Ill. Zion
9 Paris Sunset Riders MC, 301 W. Jackson St., Paris, Ill. Paris
9 Monmouth MC, 612 N. Main St., Monmouth, Ill. Monmouth
9 St. Louis Dragons MC, P.O. Box 50, St. Louis, Mo. St. Louis
9 Falcon MC, 720 Marshall St., St. Louis, Mo. St. Louis
9 (State Champ) Endicrag Dragon MC, 409 E. Broadway St., Endicrag, Okla. Endicrag
9 Portland Poon's Poppers MC, 10405 SE Morrison, Portland, Ore. Portland

RELIABILITY RUNS

SEPTEMBER

- 11 Stragglers MC, 16 Forest Ave., Greenfield, Mass. Greenfield
11 (State Champ) Middle Georgia MC, Box 411, Macon, Ga. Macon
11 (State Champ) Swamp Angels MC, Box 654, Henry, Ill. Henry
11 Twin Rivers MC, 122 N. Main St., Athens, Pa. Athens
21 Northern Kentucky MC, 220 Main St., Covington, Ky. Covington
21 (State Champ) 4156 Gale St., Davison, Mich. Davison

OCTOBER

- 2 Ottumwa 13 Club, 1211 First Ave., E., Oskaloosa, Ia. Oskaloosa
2 Fairfield MC, 84 Congress St., Fairfield, Conn. Fairfield
2 Flint MC, 1221 N. Saginaw St., Flint, Mich. Flint
2 LaPorte Ramblers MC, 125 Pine Lake Ave., LaPorte, Ind. LaPorte
2 Rocket MC, 1724 E. University, Des Moines, Ia. Des Moines

ROAD RUNS

SEPTEMBER

- 11 Sprinklers MC, c/o Leona Taylor, RD #2, Walton, N. Y. Walton
11 South Bend MC, 801 Prairie Ave., South Bend, Ind. South Bend
11 Muncie MC, 608 N. Eastwood Ave., Muncie, Ind. Muncie
11 Rhody Riders MC, 5 Church St., East Greenwich, R. I. East Greenwich
11 Red Wing MC, 14550 Longacre, Detroit, Mich. Detroit
11 Silver Wheels MC, 777 W. Adams, Chicago, Ill. Chicago
11 Wooster MC, 14 Union St., Wooster, Mass. Wooster
11 Suffolk County MC, 140 Jervis Ave., Copiague, N. Y. Copiague
11 Illinois Lucky Wheels MC, 5015 Calumet Ave., Hammond, Ind. Hammond
11 Oregon H-D Dealers Assn., 525 Davis Ave., Portland, Ore. Portland

OCTOBER

- 1 Heart O Texas MC, Box 212, Coppars Cove, Tex. Coppars Cove
2 (Tri-State Champ) Road Barons MC, Box 142, Hamilton, Ohio Hamilton
9 Kenton Lightning Riders MC, 625 E. Summit St., Kenton, Ohio Kenton
9 Royal Riders MC, 348 E. Main St., Elmore, Ala. Elmore
9 Connecticut Ramblers MC, P.O. Box 216, Warehouse Point, Conn. Warehouse Point
9 Heart of Ohio MC, 219 S. Plum St., Marysville, Ohio Marysville
9 Wabash Valley MC, 1135 1/2 Poplar St., Terre Haute, Ind. Terre Haute
9 Chicago H.D. Club, 539 W. Odean Ave., Chicago, Ill. Chicago
9 Yankee MC, 1144 Wayne, DeFiance, Ohio DeFiance

TURKEY RUNS

OCTOBER

- 2 Olympia MC, Route #1, Box 383, Olympia, Wash. Olympia
9 Springfield Travelers MC, 605 Chestnut Ridge Rd., Orchard Park, N. Y. Orchard Park
9 Queen City MC, P.O. Box 372, Allentown, Pa. Allentown
9 Combined Riders Team MC, 5019 N. Grand River, Lansing, Mich. Lansing
9 Kodak City MC, 67 Grigg St., Rochester, N. Y. Rochester
9 Capitol City MC, 1558 Paxton St., Harrisburg, Pa. Harrisburg
9 Corpus Christi Buccaneers MC, 428 Highway 9, Corpus Christi, Tex. Corpus Christi

FIELD MEETS

SEPTEMBER

- 3 Sun Valley MC, 530 E. Polk St., Phoenix, Ariz. Phoenix
3 Crankers MC, 1836 Main St., Delano, Calif. Delano
3 Sun Valley MC, 530 E. Polk St., Phoenix, Ariz. Phoenix
3 Kansas City Road Knights MC, RFD #12, North Kansas City, Mo. North Kansas City
3 Sun Valley MC, 530 E. Polk St., Phoenix, Ariz. Phoenix
3 Spitfire's Roamers MC, 2063 Central Ave., Albany, N. Y. Albany
3 Roseburg Road Runners MC, 1217 S. Kane St., Roseburg, Ore. Roseburg
3 Chattanooga Saddle Pals MC, 737 E. Main St., Chattanooga, Tenn. Chattanooga
3 Middle Georgia MC, Box 411, Macon, Ga. Macon
3 Square Deal Riders MC, 63 Decatur St., Birmingham, N. Y. Birmingham
3 Beaver City MC, 382 Western Ave., Janesville, Wis. Janesville
3 Squire Valley MC, c/o Evelyn Grant, Central Bridge, N. Y. Central Bridge
3 South Shore MC, Box 248, Massapequa, N. Y. Massapequa
3 Greater Kansas City MC, Assn., 3499 Garet St., Kansas City, Mo. Kansas City
3 Zinc City MC, Box 222, Palmerton, Pa. Palmerton
3 Mid-Nite Riders MC, Box 292, Lewistown, Pa. Lewistown
3 Lansing MC, Box 1250, Lansing, Mich. Lansing
3 Royal City Rocketts MC, 2315 Edinburgh St., New Westminster, B. C. Canada
3 Michigan H.D. Dealers Assn., 2027 N. Michigan, Flint, Mich. Flint
3 Valley Council of MC Clubs, Box 1843, Stockton, Calif. Stockton
3 Lucky Roamers MC, S. Delser Dr., Vineland, N. J. Vineland
3 Capital City MC, 1558 Paxton St., Harrisburg, Pa. Harrisburg
3 Nittany Valley MC, c/o E. H. Peters, RFD #23, Bellefonte, Pa. Bellefonte
3 Miami MC, 801 NW 32nd Court, Miami, Fla. Miami
3 Wisconsin H-D Dealers Assn., 1731 S. Milwaukee, Milwaukee, Wis. Milwaukee
3 Bremerton Rockets MC, 926 1/2 Pleasant, Bremerton, Wash. Bremerton

OCTOBER

- 2 St. Louis Cyclettes MC, Broadway at Illinois St., St. Louis, Mo. St. Louis
2 Heart O Texas MC, Box 212, Coppars Cove, Tex. Coppars Cove
2 Port Stockton MC, 728 S. Laurel St., Stockton, Calif. Stockton

- 15 Carolina Promoters, 202 E. Charlotte, Sumter, S. C.
16 Gasparilla MC, 2310 W. Kirby St., Tampa, Fla.

OBSERVED FIELD TRIALS

SEPTEMBER

- 11 Jack Rabbits MC, 9135 E. Compton Blvd., Bellflower, Calif.
11 Gasoline Cowboys MC, 1416 North Avera, Chicago, Ill.
11 Pikes Peak Comets MC, 12 N. Corona St., Colorado Springs, Colo.
18 (State Champ) Jackpinks Flyers MC, c/o Blaine Hunt, Sturgis, S. D.
21 Twilight Riders MC, W. Lincoln St., Waterloo, N. Y.
25 Black Hawk Riders MC, Box 192, Pen Yan, N. Y.
25 Northwest Iowa Thunderbolts MC, c/o Gene Saylor, Haverlock, Ia.

OCTOBER

- 2 Ramblin' Rebels MC, 3325 NW 96th St., Miami, Fla.
2 LaPorte Maple Leaf Riders MC, 1011 E. St., La Porte, Ind.
2 (State Champ) Bowser City Riders MC, 382 Western Ave., Janesville, Wis.
9 Hudson County MC, 100 Clark St., Jersey City, N. J.
9 Singing Wheels MC, 458 W. Russell St., Fayetteville, N. C.
9 Grenlins MC, P.O. Box 147, Benbrook, Tex.
9 Fort Sutter MC, 3709 Deeble St., Sacramento, Calif.
9 Pico Hornets MC, 10608 Orange Ave., South Gate, Calif.
9 Detroit Motorcycle Club, 943 Warwick Rd., Detroit, Mich.
10 Iron Horsemen MC, 1600 Adams St., Elkhart, Ind.

SCRAMBLES

SEPTEMBER

- 4 Ghost Town Ramblers MC, c/o Dean Kelsey, Iowa Falls, Ia.
4 Pekin MC, 1101 S. 8th St., Pekin, Ill.
11 The Randolph MC, 116 Sunset Circle, Randeman, N. J.
11 Washab Valley MC, 1135½ Poplar St., Terre Haute, Ind.
11 Buccaneers MC, 1042 S. 5th Terrace, Kansas City, Kans.
11 St. Paul Excurs MC, 217 W. 7th St., St. Paul, Minn.
11 Iowa City MC, 118 North Linn, Iowa City, Ia.
11 (SW Champ) Waco MC, 404 N. 7th St., Waco, Tex.
11 Hi-Hats MC, P.O. Box 402, Martinsburg, W. Va.
11 National Capitol MC, 143 Ivanhoe St., SW, Washington, D. C.
11 Pasadena Eagles MC, 449 Mandell St., Pasadena, Calif.
11 Mansfield MC, 247 S. Main St., Mansfield, Ohio.
11 Comet MC, 2335 West Prospect, Ashabula, Ohio
11 Cleveland Indians MC, 1901 Broadpark Rd., Cleveland, Ohio
11 Onondago County MC, 3100 Milton Ave., Salway, N. Y.
18 (State Champ) Road Rams MC, 1700 E. University, Des Moines, Ia.
18 Night Riders MC, Box 811, Blackwell, Okla.
18 Solano Eagles MC, Box 857, Fairfield, Calif.
18 Highlanders MC, 534 N. Morada, W. Covina, Calif.
18 Laurel State MC, Straits Tunnel, Middlebury, Vt.
18 Motorcycle Club of Buffalo, 271 Transit Rd., Depew, N. Y.
18 Akron Enduro Riders, 547 McKinley, Akron, Ohio
18 Sangamon Riders MC, 1000 N. Main, Springfield, Ill.
18 Red Ramblers MC, 1008 Avenue A, Lubbock, Tex.
18 Timber Wolves MC, Box 65, Willsville, Calif.
18 Michigan H-D Dealers MC, 1007 N. Dort Highway, Flint, Mich.
18 Trail Blazers MC, Box 95, Nemo, Pa.
18 Rocky Mount MC, Box 110, Old Country Club Rd., Rocky Mount, N. C.

OCTOBER

- 2 Tumbleweeds MC, 733 N. Main St., West Bridgewater, Mass.
2 Crotona MC, 2077 Southern Blvd., Bronx, N. Y.

- 2 Golden Arrow MC, 1874 Woodland Ave., Columbus, Ohio
2 Richmond Ramblers MC, 207 Essex Ave., Richmond, Calif.
2 Oregon Sidewinders MC, 207 N.E. Sandy Blvd., Portland, Ore.
2 Monroe County MC, Railroad Mills Rd., Pittsford, N. Y.
2 Hurricane MC, 800 NW 12th Ave., Miami, Fla.
2 Treaty City MC, 212 Twelfth St., Greenville, O.
2 Silver Eagles MC, P.O. Box 166, Pleasant Prairie, Wis.
2 Hayward MC, 8100 Deon Rd., Hayward, Calif.
2 Silver Knights MC, 304 South North Hill, Yakima, Wash.
2 Clinton Point MC, Route 69, Clinton, N. J.
2 Long Island Sport Riders, S. Bridgeville Ave., East Northport L. I., N. Y.
2 Walworth County MC, 414 W. Court St., Elkhorn, Wis.
2 Buccaneers MC, 1042 S. 5th Terrace, Kansas City, Kans.
2 (State Champ) Time MC, Box 578, Wichita Falls, Tex.
2 Tolidados MC, Verna Way, Sacramento, Calif.
2 Seattle MC, 2232 Tenth Ave., N. Seattle, Wash.

HARE & HOUNDS

SEPTEMBER

- 11 Shooting Star MC, 2525 E. Jefferson Ave., St. Louis, Mo.
11 (State Champ) Black Hills Cycle Club, 1000 E. North St., Rapid City, S. D.
11 Pasadena Eagles MC, 2226 E. Colorado St., Pasadena, Calif.
18 Anderson MC, 804 Parkway Dr., Anderson, Ind.

OCTOBER

- 9 Midwest MC, 1301 E. 10th St., Indianapolis, Ind.
9 Washab Valley MC, 1135½ Poplar St., Terre Haute, Ind.

POKER RUNS

SEPTEMBER

- 11 Lodi MC, Box 254, Lodi, Calif.

OCTOBER

- 9 Kings County MC, P.O. Box 18, Hanford, Calif.

ROCKET RUNS

SEPTEMBER

- 21 Washab Valley MC, 1135½ Poplar St., Terre Haute, Ind.
21 Black Diamond MC, 106 Jackson St., Salem, Ind.

LIME RUNS

SEPTEMBER

- 11 Penn Valley MC, 375 E. Elm St., Conshohocken, Pa.
21 Dawn Patrol MC, Box 59, Millstone, N. J.

OCTOBER

- 7 Bushhill Valley MC, 2900 Fishers Rd., Easton, Pa.
9 Penna. Piston Poppers MC, Box 88, Thorndale, Pa.

TREASURE HUNTS

SEPTEMBER

- 4 Erie County Dispatch Riders MC, 64 Burns St., Tonawanda, N. Y.
10 Dorsey Red Wings MC, 225 S. Broadway, Baltimore, Md.
11 Pasadena Valley MC, Box 136, New Brunswick, N. J.
18 Lyeomung MC, R.D. #2, Williamsport, Pa.

DRAG RACES

SEPTEMBER

- 25 Amarillo MC, Box 686, Amarillo, Tex.

OCTOBER

- 4 (State Champ) Black Hills Cycle Club, 1000 E. North St., Rapid City, S. D.

FIGURE 8 RUN

OCTOBER

- 9 Capital City MC, 27 North Dewey, Oklahoma City, Okla.

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BURLINGTON — H. D. Applegate, York Rd. at R25.
CAMDEN — H. D. Mahan, 1124 Kaitum Ave.
ELMER — H. D. Volkmar, Bros., R. D. 23.
NEPTUNE — H. D. Flint Cycle Sales, 129 Corlies.
NUTLEY — H. A. Incorporated, 493 Passaic Ave.
PARTH AMBOY — Indian, Colorado, 364 Wash. St.
TRENTON — H. D. Chico, 100 E. Broad.
TRENTON — Tri. S. Cooper, R. 2, Young's Rd.
VINELAND — H. D. Wop, S. Delesia Dr.

DELAWARE

WILMINGTON — Indiana, VanSire, 6 E. 15th St.

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WASHINGTON — H. D. Itone, 1063 31st St. N.W.
WASHINGTON — H. D. W. H. 39, 309 R. D. 1.
WASHINGTON — Tri. Allied, 1100 4th St. N.W.
WASHINGTON — Finance Co., J. Huestetter, 1107 5th St. N.W.

MARYLAND

BALTIMORE — H. D. Kress, 611 North Ave.
BALTIMORE — Triumph Corp., Towson.
BALTIMORE — Tri. Bob Boutwell, 30 E. Mt. Royal Ave.

MASSACHUSETTS

SPRINGFIELD — The Indian Company.

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NEW YORK — NSU and BMW, Butler & Smith Trading Corp., 160 West 83rd Street.
NEW YORK — International Motorcycle Co., 2432 Grand Concourse, Zundapp, Victoria, Jawa.

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WESTMINSTER — Burr's Garage, Harley-Davidson Sales and Service, Main Street.
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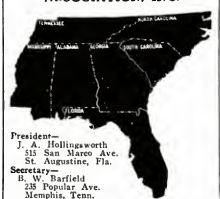
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MIDDLEPORT—Bunce Harley-Davidson Sales, Route No. 7 at Ash St. Complete line of parts and accessories and Gun-k-chrome glaze.

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NORWALK—A. E. Lindemann, your Harley-Davidson dealer—Route 250 and 31 1/2 blocks south of Center 18, 20 and 61. 82 Benedict Ave. Phone 1-2351.

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BERWICK—Harley-Davidson Sales, Leonard J. Fuller, Route No. 11 two miles below Berwick. Phone Berwick 9925.

ERIE—Erie Harley-Davidson Sales, 114 East 11th St. Complete motorcycle service with a smile.

WILLOW GROVE—Charles S. Maginnis, U.S. Route 61, 1/4-mile North of Pa. Turnpike, 2936 Easton Road, Horgan, Pa. Osborne 5-1100. Sales-service for all Foreign Motorcycles.

PITTSBURGH—Wayne Kelly's BMW Service, 555 Forest Ave. Phone Rosewood 4-6676.

SENeca—R. L. Kaebbe—Harley-Davidson Motorcycles. A fair and friendly deal for all. Phone Oil City 6-8873.

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DALLAS—Jimmie Parker, 223 Main St. Zundapp, Indian, AJS-Matchless and Mustang. Tourists have a priority.

HOUSTON—R. L. Schramm, 16154 Hamilton between Leland and Peave, CA-7734. BMW, NSU, Velocette, Moto-Guzzi, Horex-Regina, and many more. Harley-Davidson Distributor. BTCC Products, Michelin, Continental, Metzler Tires.

HURSTON—Triumph Motorcycle Sales, 1910 Texas Ave. Phone CA 6428. Parts and Service. All Riders Welcome!

LEBOA—Triumph & P-Motor Company, 1008 Avenue A. Phone J-1251. Indian Sales and Service. All Riders Welcome!

SAN ANTONIO—Pierce Brothers Indian Sales, 1511 North St. Marys, stop in and get acquainted next time you're in Texas.

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SALT LAKE CITY—Chris J. Drayner—Harley-Davidson Motorcycle Sales, 1172 So. State St., Salt Lake City—"Crossroads of the West."

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BIG STONE GAP—Harley-Davidson Sales, Phone 282-J, East 3rd Street. Stop in, all riders are welcome.

DANVILLE—Ed Gull Motorcycle Sales & Service, 381 Franklin Turnpike. Harley-Davidson Sales and Service. All Riders Welcome.

NEWPORT NEWS—On shore leave, furlough on vacation, a visit to the Tidewater Motorcycle Company, 2254 S. 1st Street, Newport News, a "must." See Joe Pinnell for Harley-Davidson Sales & Service. Phone 5-1803.

NORFOLK—Stop in the Norfolk Motorcycle Company for Harley-Davidson Sales & repair service. 739-741 Granby Street. Dial 2022. J. T. Gorton, Jr., Manager.

NORFOLK—Givens Motorcycle Co., 8510 Hampton Blvd., Featuring Triumph Motorcycles, Lockers and Storage.

PORTSMOUTH—For Harley-Davidson sales and service stop in at the Portsmouth Cycle Co. Factory trained mechanics. 701-7th Street, Dial 3541. R. L. New.

RICHMOND—Harley-Davidson Sales & Service. Complete stock of parts and accessories. Virginia's largest Harley-Davidson dealer. 1919 parking space with free wash rack. Located on Routes 1 and 301. Pinnell Motorcycle Company, 228 Chamberlayne Avenue.

WINCHESTER—Burcharm's Harley-Davidson Sales, South on Route 522. Phone 4468. Parts, accessories and repairing.

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SEATTLE—Drager's Harley-Davidson Company, 1207 Dexter, 1 block East of Highway 99. Stop in and get acquainted when in Seattle.

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